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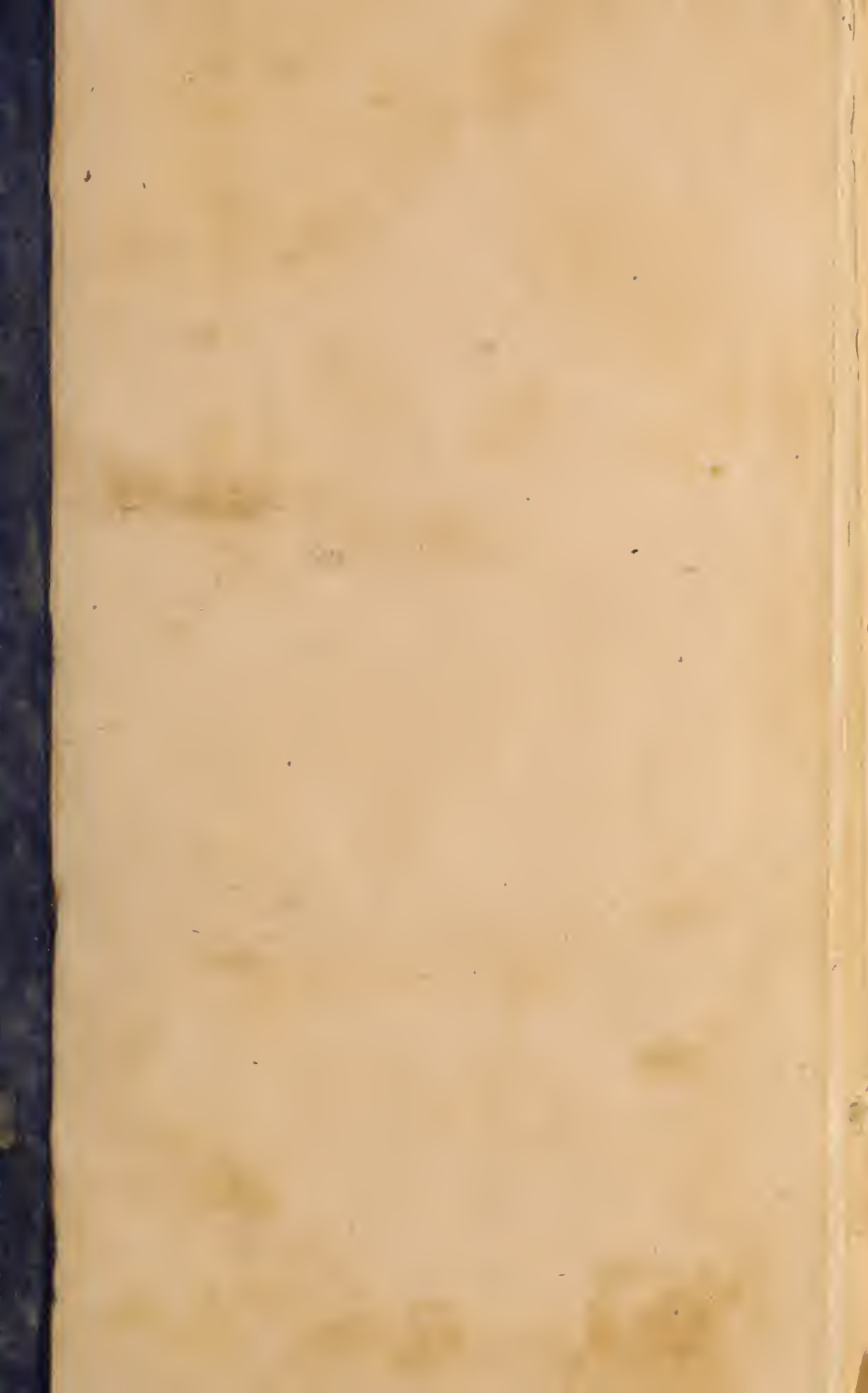
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 ART. I. *Sailing directions to accompany seven charts of the coast of China, between Amoy bay, and the Yángtze' kiáng.*

[The following Sailing Directions have been compiled from the surveys of the following officers.

In the 30th degree of latitude, comprising the northeast part of the Chusan Archipelago, by lieutenants Milbank and Nolloth of H. M. S. Childers, George Wellesley, commander, in 1843.

From Chusan to Chápú by capt. R. Collinson, c. b., in 1840 and 1842. The islands in the northern face of it by Mr. Johnson, master of H. M. S. Conway, under the direction of captain C. R. Drinkwater Bethune, in 1840.

That of the 29th degree of latitude, Nimrod sound, by commander, the hon. G. F. Hastings of H. M. S. Harlequin, and lieut. Hewitt, i. n. of the H. Co.'s steam vessel Medusa in 1843. The remainder of this chart by captain Collinson.

The 28th, 27th, 26th, 25th, and 24th degrees, showing the outer islands and external dangers, from the surveys of captains Kellet and Collinson of H. M. S. Starling and Plover, in the months of January, February, March, and April, 1843.

The latitudes and longitudes are given in degrees, minutes, and decimal parts.]

ON approaching Amoy, (Hiámun ching, 夏門城,) from the southward, Chapel island, called by the Chinese Tungting 東碇 and situated in lat. $24^{\circ} 10' 3''$ N., and long. $118^{\circ} 13' 5''$ E., or $9' 44''$ E. of the S.W. point of Kúláng seu 鼓浪嶼, may be seen from four to five leagues: it has an even surface, is about 200 feet high, and its circumference three cables. It is perforated at its southeast extreme, which shows when it bears E.N.E. or W.S.W. When in its neighborhood, a pagoda (called Nántái Wúshán 南大武山) will be seen, which is elevated 1720 feet above the sea, and is a good mark for the entrance.

Between Chapel island and the main are two shoals. The extremes of the Southern one bear from Chapel island S. 60° W. to S. 79° W. The south extreme, having only one fathom on it, is distant 7½ miles. The northern extreme, having 3¼ fathoms, is distant 5½ miles; the direction and extent of the shoal is N.N.E., 3¼ miles. When on the shoalest part, Chapel island bears N. 60° E., and the island of Nánting 南錠 N. 63° W. The Northern shoal bears from Chapel island N. 80° W., distant from it 8½ miles; it is formed by a number of pinnacle rocks which show at low water spring tides, having deep water between them. Four miles due north of this shoal, with Chapel island bearing S. 60° E., is a small bay called Tingtae, which affords shelter for small vessels in the northern monsoon; it may be easily known by the flat table head (with three chimneys on it), forming the eastern point of the bay, and the ruin of a wall encompassing a hill above it. The pagoda of Nántái Wúshán is immediately over this bay, bearing N. 15° W.

In entering Amoy harbor, should a vessel pass inside Chapel island, she must not approach within a mile of the coast after passing Tingtae point. The Chauchat, or Taetseao 大礁, composed of three flat rocks, said never to be entirely covered, but over which the sea breaks, lies N. 22° W., 10.6 miles from Chapel island. When on it, the three chimneys on Wúseu shan island are in line with the Nántái Wúshán pagoda, bearing S. 82° W. By keeping Taepan 大磐 Point open to the eastward of Tsingseu 青嶼 island, (which it will be when bearing N. 55° W.,) it will be avoided. The channel between the rocks and Wúseu shán island is five cables wide, with deep water, but dangerous for ships in consequence of the chowchow water. The passage to the northward and westward of Wúseu shán is dangerous, being strewed with rocks.

Wúseu 浯嶼 island is 1.2 cables long, and in the centre a cable's length broad. The northeast and southeast faces of this island are steep cliffs. On its summit (which is about 300 feet high) are three chimneys intended for night signals. There is a large village on the west side of it.

Tsingseu island rises precipitately from the sea; between it and Wúseu is a rocky islet with reefs to the west of it.

The entrance to the harbor lies between this island and a small island north of it, 60 feet high, called by the Chinese Chihseu (or Yisü) 日嶼. The shores of both islands facing the passage are steep to, but one or two rocks lay one cable southerly from Chihseu.

Off Chungpat siaou, which is the rocky islet immediately to the northeast of it, lie two half tide rocks, three to four cables' distant, to avoid which, when standing to the eastward and within half a mile of Chihseu keep the west tangent of that island open of the eastern extreme of Wúseu shán.

N.E. by E. from Chihseu are four islands; the two nearest Tao-sao 大小 and Hwángkwa 黃瓜 are rather larger than it, and between which there are no passages. Seaotán 小担 island is about 200 feet high, and between it and Hwángkwa there is a safe channel, which may sometimes be taken with advantage by ships; thereby enabling them to weather the Chauchat without tacking. Between Seaotán 小担 and Taetán 大担 there is also a safe channel. Vessels cannot enter to the northward of Taetán, for between this island and Amoy there is only $1\frac{1}{2}$ fathoms. On both of these islands there are three chimneys.

From Chihseu (or Yi sü) to the outer harbor off Kúlángseu the course is N. 38° W., $4\frac{1}{2}$ miles, with a depth varying from 7 to $1\frac{1}{2}$ fathoms. Between Tsing seu and Taepan is a deep bay with many rocks and shoals in it, to avoid which vessels should keep Pagoda island or Kíseu 鷄嶼 open of Taepan Point. Vessels entering Amoy from the northward, to clear the shoal which extends three miles due south, from the western pagoda on Quemoy 金門, and dries at low water spring tides, must keep the southern extreme of Taetan open to the northward of Pagoda island. With these marks on when the pagoda on Quemoy bears N.N.E., you are clear of the danger; or a better mark is, as Pagoda island may not be seen, after passing Leo-Loo 料羅 point, to steer to the southward until (Nantái Wúshán or) the high pagoda bears west, when you may steer west without fear until you make Wúseu shan and the Chauchat. The south end of Amoy is a sandy point. with several rocks extending two cables from the shore. Between this point and the next west of it there is a half tide rock, three cables from the shore. From the south point to the remarkable stone on the beach, the three fathom line extends two cables from the shore.

The channel between the island of Kúlángseu and Amoy is so narrow that a stranger would not be justified in passing through it until he had anchored, and made himself acquainted with the marks. A rock at the entrance of this narrow strait, called Coker's rock, with only four feet water on it at low water spring tides, may be avoided by bringing the centre of Hauseu 猴嶼 island on with a remark-

able peak, the highest but one on the land behind it. When the rock off the south tangent of Kúlángseu is in line with Pagoda island, and a pinnacle rock off the eastern extreme of Kúlángseu is in line with a remarkable Tree point on that island you are on it. From this position a vessel should keep as close to the Amoy shore as the junks anchored off it will allow them. The small island off the City point has deep water close to it; between this island and Hau seu (i. e. Monkey island), is the best anchorage for a ship, having a reef that extends from City point in a N.N.W. direction lying to the northward of her. Vessels cannot anchor in the straits without a great risk of losing their anchors, as the bottom is very rocky and uneven. North of the island of Kúlángseu, there is a pinnacle rock which is nearly covered at spring tides, and distant from the shore three cables. The mud dries between this rock and the island. All the points of Kúlángseu have rocks off them; off the southwest extreme there is a half tide rock, $1\frac{1}{2}$ cable from the shore.

To the westward of Kúlángseu there is a good and safe anchorage in 7 or 8 fathoms. Close to either shore the water is deep, but in the centre there is a bank with from 7 to 9 fathoms on it. Vessels wishing to anchor off the town, should use this passage, and by keeping the rocks off the west extreme of Kúlángseu in line with a remarkable sharp peak on the south shore of the harbor, until the peaked rock off the north end of Kúlángseu bears to the southward of east, she will avoid the mud bank and rocks running off that island, and may choose her berth off the city. The channel round the island of Amoy is so narrow and winding that directions would be useless; the chart is the best guide. Besides the excellent shelter that this harbor affords, the Chinese have docks for building and repairing their largest junks. Fresh water and supplies of every description may also be had of the best quality and cheap.

Shelter may be obtained under Quemoy, but the entrance is not well known or sounded yet. N. 74° E. from the Chauchat, and distant sixteen miles, is a small indentation in the coast called Leeo-Loo 料羅 bay, where small vessels shelter themselves from the violence of the northeast monsoon, by bringing the south extreme rocky point of Quemoy in line with Nántái Wúshán pagoda, and as close as possible to the point forming the eastern head of the bay, in four fathoms sandy bottom, with fair holding ground. There is a village amongst some trees at the head of the bay, with a fort on a bluff to the westward of it. The land over it is high and easily distinguished.

E.N.E. five miles from Leoo-Loo point is Dodd's island, called by the Chinese Pakting 北錠; it is distant from the nearest part of Quemoy $2\frac{1}{4}$ miles. There appeared to be no channel between it and the shore. A reef extends some distance to the north of it. N. 35° E., five miles from Dodd's island is the point of Hooe-Tow 圍頭 bay, in lat. $24^{\circ} 31'$ N., and long. $118^{\circ} 31'.5$ E. This bay affords good shelter from northeast winds; it may be easily known by two very remarkable peaks situated in the bottom of the bay. The eastern peak bears from the point N. 45° W. There is shoal in the centre of the bay which extends two or three miles in a W.N.W. direction. This shoal may be avoided by keeping a remarkable hill inland, resembling a dome, open to the southward of the eastern high peak in the depth of the bay. In entering, give the point of the bay a berth of at least three quarters of a mile, for there is a reef running off it, but on which the water generally breaks. The best anchorage is off Oyster island, but as vessels do not visit this bay, except for shelter, it would be advisable to anchor just inside the point with it bearing E. by S. or E.S.E. South of Oyster island there is a ledge of sunken rocks, which at low water have only a few feet on them. To avoid these rocks, keep Oyster island to the eastward of north. Vessels from the southward, intending to anchor should not stand too far into the bay until it is better known; there are overfalls from 10 to 4 fathoms, and there may be less water. The junks go to Amoy by this passage, and the Chinese say there is water for small vessels, but it must be very intricate.

The coast between this and Chimmo bay is clear of dangers, and the general soundings are from 12 to 15 fathoms. There is no shelter for vessels, but junks anchor under some of the points. The small Pagoda island off the southeastern point of Chimmo bay is in lat. $24^{\circ} 42'$ N., and long. $118^{\circ} 42'$ E. This bay may be known by a pagoda called by the Chinese Kúsáu táh 姑嫂塔, on the highest hill in the northern end of the bay. Although vessels lie here throughout the year, it cannot be called a good anchorage, as it is exposed from E. by N. to S.S.E. Vessels entering this bay from the northward must not approach the land nearer than one mile, as there is a rock which shows at low water, half a mile off shore, on which a vessel called the Fairy struck, and from which it has taken its name.

W. by S., $1\frac{1}{2}$ cable from the rocky islet off the northern point of the bay, is a ledge of rocks, which uncovers at low water, and on which the sea generally breaks. Half a mile to the W.N.W. of the

northern most rocky island off the southeast point are two sunken rocks, to clear which keep a remarkable clump of trees in the depth of the bay on with the right shoulder of the high land in the northwest part of the bay. There are rocks a short way from the beach all round the bay. The best anchorage for vessels is as close up to the northern shore as the water will allow; the holding ground is good. There are several very large towns in this bay, and numberless fishing boats; supplies may be had and at cheap rates. From Chimmo bay the land stretches away to the eastward as far as $119^{\circ} 10' E.$, very much indented, and but little known except to vessels trading to Chinchew (or Tsiuenchau fú) with opium.

Ockseu 烏坵 (or Wúkiú, probably a contraction of Wúkiú sù 烏坵嶼) consists of three islands, the centre one a barren rock, nearly joining the eastern island. The steamer *Nemesis* anchored under this island. There is a considerable fishing village on it, which is difficult to be seen unless very close. The western island is the largest, and is in lat. $24^{\circ} 59'.3 N.$, and long. $119^{\circ} 25'.5 E.$

W.N.W., twelve miles, is a group of islands, consisting of one large and four small, with a reef to the northward of them, called Sootzee. These islands were seen from Ockseu but not examined. N.N.E. $12\frac{1}{2}$ miles from Ockseu is the largest of the Lamyit 南日 islands, called by the Chinese Chngtung shán. It is 7 miles long in an E.S.E. and W.N.W. direction. The eastern peak is the highest, being 565 feet above the sea; it is in lat. $25^{\circ} 12'.3 N.$, and long. $119^{\circ} 36' E.$ There is a remarkable table land to the southwestward of it called Powshan. This island is very low and narrow in several places, and has a remarkable conical hill towards its west end. The channel to the westward of it has not been examined. Notwithstanding its barren appearance it is very populous.

To the northward of the large Lamyit is a group of small islands (called by the Chinese the 18 Yit); between this group and the large island, there are numerous rocks and shoals, rendering the bay perfectly useless for shipping. N. $81^{\circ} E.$, 6 miles from the highest peak of the Lamyit, is an islet called Cap, which is the southeastern of the 18 Yit. Vessels entering the Haetan strait should pass to the eastward of this, and the Double island three miles to the north of it, keeping to the westward of a group called the Reef islands, which bear from the Cap N. $49^{\circ} E.$, five miles. N.N.E. four miles from Double island is a remarkable White island with sandy beaches and detached hills; the channel between this and Reef island group is foul, having many rocks in it, but it has not been sufficiently ex-

anned. After passing to the westward of Sand island, which has several rocky islets on its northwest face, a pagoda situated on the point of a shoal bay, with the ruins of a town will be seen to the westward. Here vessels will have smooth water, protected from the easterly swell by Three Chimney island, which is the large island immediately to the northward of Sand island. In the centre of the channel between this island and the pagoda, the water is deep. The best anchorage is close under the shore of Haetan, near to Observatory island, avoiding a reef to the westward of it, which is nearly covered at high water spring tides. Observatory island is in lat. $25^{\circ} 25' N.$, and long. $119^{\circ} 45' E.$

The passage to the westward of Haetan has not been examined through, but as far as the examination has gone, the channel has proved narrow, with a great many dangers, of the approach to which the lead gives no warning. A vessel leaving this anchorage bound to the northward must give the south point of Haetan a good berth, as there are several rocks off it.

N. $80^{\circ} E.$, $5\frac{1}{2}$ miles from the Three Chimneys, and S. $65^{\circ} W.$, 7 miles from Turnabout island, is a very dangerous shoal. Vessels coming from the northward intending to enter the harbor, after passing Turnabout, should steer for Triple island, passing within a mile of it, being very careful not to approach the south point of Haetan too close.

Turnabout island in lat. $26^{\circ} 26' N.$, and long. $119^{\circ} 58'.7 E.$; it is distant from the nearest or southeast point of Haetan four miles; it has two small islets in its neighborhood. The channel between it and Haetan is safe. Under the eastern point there were several large junks seen at anchor, and a considerable village. Unless this anchorage gives good shelter, there is no bay on the eastern coast of Haetan that vessels ought to enter, as they are strewn with rocks and shoals. Under the high peak of Haetan, and to the eastward, is a bay that was entered by the surveying vessels Starling and Plover, in a strong northeasterly wind, out of which they were glad to get, and lucky in having escaped getting ashore; but the entrance into it and the anchorage are full of rocks, with a heavy swell when blowing hard.

The high peak of Haetan 海壇 is in lat $25^{\circ} 35'.7 N.$, and long. $119^{\circ} 51'.3 E.$, and its elevation above the sea 1420 feet. The north coast and the northern entrance of the straits, as seen from the peak, presented to view many rocks and islands, which would always render the entrance from the northward and the navigation of the

straits extremely dangerous. The White Dog islands bear N. 14° E., 23 miles from the peak of Haetan.

The White Dog group, called by the Chinese Pihkiuen 白犬 has two large and one smaller island; 1½ mile northeast from the eastern island is a rock on which the sea generally breaks. Anchorage for ships of any draught may be had under the western island in the northeast monsoon. A reef of rocks running off from the western extreme of this island, forming a natural breakwater, affords good shelter close under them for vessels under 18 feet draught:— here whole fleets of Chinese junks anchor during foul weather. As the water decreases gradually towards the island, large ships may approach as convenient (keeping in mind that there is 18 feet rise and fall). H. M. ship Cornwallis, vice-admiral sir William Parker, anchored here for five days with strong northeasterly winds, and rode easy. The bearings from her anchorage were as follows; west point of northwest extreme, N. ½ W.; village, N.N.E.; smallest island, E. ½ S.; eight fathoms at low water.

A large ship ought to approach the island, until the passage between them is shut in by their tangents. One cable off the western point of Village bay on the south side of the western island is a half tide rock. The channel between the islands is safe as the dangers show. The Breakwater is in lat. 25° 58'.1 N., and long. 119° 57' E. The highest peak of the islands is 598 feet above the sea. Fresh water may be obtained here in small quantities. These islands are inhabited by a few fishermen.

Vessels bound for the river Min 閩河 from the anchorage under the White Dog islands should start with the ebb tide. The entrance bears N. 55° W., 8½ miles from the Breakwater. When this distance has been run, a good lookout must be kept from the masthead for Rees' rock (a small black rock about 20 feet high) on the southern side of the channel, which will be seen bearing N. 71° W., 4½ miles. This will place the vessel about 8 miles from the land. The channel between the breakers is 2 miles across at the entrance, and gradually decreases to half a mile. There is a remarkable sharp peak on the north bank of the river, and a square peak on the south bank nearer than Square peak; and to the southward of it, Round island will be seen, and to the southward of that is a sharp sandy peak bearing about S. 68° W. This latter may be mistaken for the sharp peak of the north bank of the river, unless the bearings of the White Dog group be referred to.

Eastward of the north horn of the channel is a dangerous reef

which shows only at low water. The bearings on it are, Matsooshan peak, N. 54° E.; Sea Dog, N. 88° E.; W. White Dog peak, S. $45\frac{1}{2}^{\circ}$ E.; Sand peak, S. 59° W.; Sharp peak, N. 71° W.; and Rees' rock in line with the south peak of Square Peak island. The best mark to keep to the southward of it, and for entering the channel, is to bring Rees' rock in line with Square peak bearing N. 81° W. There is a small knoll, with $2\frac{1}{4}$ fathoms on it at low water, in the centre of the passage; it bears S. 86° E., $3\frac{1}{2}$ miles from Rees' rock, and the above leading mark will keep you clear of it.

Having entered, steer so as to pass one mile north of Rees' rock; the breakers will show on each side of the channel if it be near low water at the time and there is any swell. Should the breakers show, by skirting the northern shoal a vessel will insure the deepest water. The course from Rees' rock is N. 68° W., on which bearing a remarkable pinnacle rock on the northeast side of Hokeanga is in line with a white battery on the northern shore of the Kinpai mun. In going up, keep the two islets called the Brothers on the face of the island of Hokeanga 壺江 in one. This will carry you in mid channel until you are abreast of Sharp Peak point, when you can haul up N. 55° W. for Temple point, which is on the north bank of the river, and will be known by the trees on it.

In the channel without Rees' rock, the depth of water is generally three fathoms. Between Rees' rock and Sharp Peak point, close to the northern breakers, there is a hole with five and six fathoms, where vessels may stop a tide and find tolerable shelter. Sharp Peak point may be passed within a cable's length. The bay west of it is shoal, and under the peak the two fathom' line extends nearly one mile from the shore. The mud also extends southeasterly from Hokeanga nearly $1\frac{1}{2}$ mile;—vessels beating in this passage must therefore keep the lead agoing.

Woga fort is a dilapidated circular building on the top of the first hill, on the island west of Sharp peak. The junks laden with timber lie immediately under it, until the whole convoy is collected, sometimes amounting to eighty sail. S. 17° W., $3\frac{1}{4}$ cables from the Temple, (called Hoktow or Fu-tau 福斗), is a knoll with only $2\frac{1}{4}$ fathoms on it. Sharp peak seen over the lower part of Woga point will put you on it. From the West Brother the mud extends westerly one mile; on its northern edge is a patch of rocks, which are covered at a quarter flood. The West Brother bears from it S. 74° E., and the Temple N. 12° E.

From the Temple to Kinpai mun is not quite two miles W. by S.

There are two islets at the entrance of the passage. Pass between them and keep over towards the south shore to avoid a reef, which lies W. by S. $\frac{1}{2}$ S. from the northern islet. The channel is not quite two cables' length wide, and should only be attempted at slack tide, for the chowchow water renders a vessel unmanageable.

Two cables to the westward of Kinpai point is the tail of a sand bank, to avoid which, keep the southern shore *close* on board; the distance between it and the edge of the bank being under two cables. When abreast of the Ferry House, which is $1\frac{1}{2}$ mile above Kinpai, and on the right or southern bank, edge over to the other shore, passing Wedge islet at a cable's length. Tree point will then be seen on the southern bank. A half tide rock bears N. 9° W., $4\frac{1}{2}$ cables' length from it. When on it, the Ferry House is in line with Kinpai point. On the northern shore, after passing Wedge islet, are two rocky points extending nearly a cable's length from the embankment.

This reach runs S.W. by S., and N.E. by N. At the distance of six miles from Kinpai mun, the river narrows again to $3\frac{1}{2}$ cables, the land rising on each side to 1500 and 2000 feet. The town of Min-gan 閩安 is on the left or northern bank of the river, one mile within the strait. The river continues narrow for three miles, the depth of water being above 12 fathoms, and in some places no bottom at 29 fathoms. Vessels will have some difficulty in getting through this strait with spring tides, unless with a leading wind, in consequence of the chowchow water. Rather more than half a mile above Mingan, and on the same side of the river is an islet crowned with a fort.

The banks of the river on each side are steep cliffs with many batteries. At the upper or south end of the gorge, are two islets on the right bank of the river. In going up leave these islands on your larboard hand, passing close to the northern one of the two, to avoid a shoal patch of $1\frac{1}{2}$ fathoms, which lies two cables W.N.W. from the island. Having passed this island, keep along the right bank gradually hauling up for the pagoda Ló-sing táh 羅星塔. When you have passed the low point of the island on which it is situated, anchor east of it. S. 12° E. from the pagoda, rather more than two cables, is a sunken rock, which shows only at low water spring tides. It is recommended to pass close to the pagoda, if vessels intend proceeding up higher, but as the river is only navigable for vessels three quarters of a mile beyond the pagoda, and the channel is not only narrow but the tides are stronger, it would be advisable not to go above it.

Above the pagoda, the river turns abruptly to the northwest. The city of Fúchau fú 福州府 is situated on the left bank of the river, nine miles above the pagoda; the distance to the city (by the river) from the rocks at the entrance is not quite 34 miles. Four miles below the city, the river is staked half way across, and the remainder rendered difficult even for junks to pass, by large piles of stone which are covered at high water.

Due north of the Western White Dog is a large island called Matsoo shan 馬祖山, and between the two, N. 14° E. from the White Dog, is a precipitous black rock, about 60 feet high with reefs about it, called the Sea Dog. Between the Sea Dog and Matsoo shan there are two other reefs, which are never covered. There is also an island off the eastern end of Matsoo shan, with a reef running off its eastern point. Shelter may be had under this island from the northeast monsoon. There is a deep bay on its northwestern face, where good shelter may be had from the southwest monsoon. From the peak of this island, the reef at the entrance of the Min river bears S. 54° W., 7¼ miles. In the northern, and also in the western sandy bays, fresh water may be obtained.

Northeast, three miles from Matsoo shan, is another large island called Changche shan 長岐山, with two very remarkable sharp peaks on it; the highest is elevated above the sea 1030 feet, and in lat. 26° 14' N. and long. 120° 1.7 E. The bay on the south side of this island affords good shelter in the northeast monsoon. Vessels entering from the northward may round the southeastern horn of it close, and anchor within the point in six fathoms.

Vessels bound to the river Min should anchor here, as from this anchorage in the northeast monsoon, they may always get to the bar at the precise moment they require it, but from the White Dogs a vessel will barely fetch. After a little intercourse, pilots might also be obtained, as there is a large fishing population on it. The coast inside these islands and north of the Min, (Tinghae 定海 bay) has not been examined; but from Matsoo shan peak several rocks and numerous islands were seen.

On the northern face of Changche shan are several small islands, the largest of which bears north 2½ miles. There is no safe passage between these islands. N. 61° E. from the southeast point of the same island are three peaked rocks, called the Trio rocks, about 50 feet above the sea, between which and the point is a safe channel. Care must be taken in approaching these islands from seaward to

avoid Alligator island (called Tungsha 東沙); it is due east of Ma-tsoo shan peak $24\frac{1}{2}$ miles. From the south extreme of the White Dog island, it bears N. 62° E., $25\frac{1}{2}$ miles; it is in lat. $26^{\circ} 9' N.$, and long. $120^{\circ} 25.7 E.$, about 40 feet above the level of the sea, and is a flat barren rock.

N. 56° W., $12\frac{1}{2}$ miles from Alligator island, is a small rock, called Larne rock, with one awash two cables to the northward of it. It bears from the high peak of Changche shan N. 80° E., and is distant from it 11 miles.

N. 11° E. from Larne rock, distant $5\frac{1}{2}$ miles, is Larne islet; it bears from the high peak of Changche shan N. 58° E., 14 miles. It is about 200 feet high, with large boulders sticking up here and there. Near the summit are three houses, and off its northern and southern ends are ledges of rocks. N. 72° W., $7\frac{1}{2}$ miles from Larne island, and bearing from Changche shan peak N. 25° E., 11 miles, is another patch of rocks, about 40 feet above the sea.

The peak of Tung Yung 東永 bears from Larne islet N. 84° E., distant 14 miles, and is the easternmost island on this part of the coast; the highest part of it is in lat. $26^{\circ} 23.2 N.$, and long. $120^{\circ} 31' E.$, and elevated above the sea 853 feet. Its appearance is level and flat, topped with steep cliff shores; off its south extreme is a ledge of rocks. There is another island half a mile to the westward of it. They appear however as one, except on a N.E. by N. or S.W. by S. bearing. Under this island there is good anchorage during the northeast monsoon. North, half a mile from the eastern point of the western island, is a sunken rock. Tung Yung has a large village and fishing establishment on its western side.

N. 68° W., 20 miles from Tung Yung, is a remarkable Conical island; it has a reef off its northeast point; with this exception the channel between it and the two islands north of it is safe, and two miles wide. West of it, $4\frac{1}{2}$ miles, is a large island (Spider island), with good shelter from the northeastern winds on its western side. The highest part of the island is 620 feet above the sea; the other peaks of it are nearly the same height. There is a large village in a bay on the south side of it, and off the southwest point is a reef. On the northeast face of it are 4 islets, and one on the northwest, between which and Spider island there is a half tide rock. To the westward are many islets and rocks.

Four miles northeast of Spider island is a large island, with two remarkable cones on its northern end, called Double Peak island;

it is $3\frac{1}{2}$ miles long, and its highest peak 1190 feet high. There is very good anchorage, the best being under its southern point, the two small islands north of Cone island sheltering you from the eastern swell. Between it and the main, there is a good channel, three miles wide, whose depth varies from 6 to 18 fathoms. The mainland to the westward of this island is high, with very remarkable conical peaks, and much indented. Water and a few vegetables may be had here.

N.E. by E., 10 miles from Double peak, is a group of islands called Pihseang shan 北礮山 or Tsihsing 七星. The northern one is the largest. There is at its southwest angle, a small bay which would afford shelter to two or three small vessels. This is a Chinese vice-admiral's station; when the surveying vessels visited it, there were three war junks at anchor in the bay. Between the northern and the southern islands of this group, there is a safe passage, but the bay is thickly studded with fishing stakes. The northern island is in lat. $26^{\circ} 42.5$ N., and long. $120^{\circ} 22.7$ E. The southern, which is a detached rocky island, is about 60 feet above the sea, in lat. $26^{\circ} 32'$ N. Between this group and the main, the average depth of water is 9 fathoms.

Due north, 12 miles from the Pihseang shan group, is a high island called Fuhyau shan 福瑤山, 1700 feet above the sea, with a good harbor between it and the main; it is in lat. $26^{\circ} 56.1$ N., and long. $120^{\circ} 22.6$ E. The entrance to the northward is broad and open, the southeastern channel is only one cable wide. Good water is plentiful and easily obtained here. N. 60° E., 5 miles from Fuhyau shan, is a group of small islands affording no protection, but having no danger near them. And N. 13° E., $5\frac{1}{2}$ miles, is a solitary islet having a reef off its eastern end. The southwestern entrance to Fuhyau shan harbor will probably be found better than the eastern; it has not however yet been examined.

S. 74° E., 10 miles from Fuhyau shan, and N. 45° E., 15 miles from Pihseang shan, is a very dangerous rock, over which the sea breaks; it is in lat. $26^{\circ} 53'$ N., and long. $120^{\circ} 34.3$ E. N. 80° E., 16 miles from the eastern point of Fuhyau shan, there is a small group of islands called Tae shan 臺山 (i. e. Table hill); the easternmost large island (remarkable for its table top) is situated in lat. $26^{\circ} 59.5$ N., and long. $120^{\circ} 44'$ E., and is 618 feet above the sea. S. 25° W. from Table island are two rocky islets, about 100 feet high, and which are almost joined. There is bad shelter to be had between the two largest islands, as close (half a cable or less) to

the Table island as a vessel can with safety go. There is a passage between the two islands, and to the northeast of the western large islands, there is a most remarkable Mushroom rock, about 260 feet high, and joined to the islands by reefs at low water. There is an indentation on the eastern face of the middle large island, that affords shelter to a number of small fishing junks.

N. 60° E., 7½ miles from Table island, are three small rocky islets, with several rocks awash near them. Three miles to the N.N.W. of these is another rock, about 50 feet above water, and is remarkable from its being cleft in two. To the westward, between this group and the harbor of Pihquan there are also several rocks which only show at low water. From the number of rocks and shoals about these islands, all of which may not yet be discovered, it will be necessary for vessels to approach this part of the coast with great caution, or indeed to avoid it in this latitude altogether.

N. 45° W., 14 miles from this group, is the island and harbor of Pihquan 北關; it is in lat. 27° 9.7 N., and long. 120° 32.6 E., and will afford good shelter in the northeasterly monsoon for vessels drawing 15 feet.

Three quarters of a mile west of the south point of Pihquan is a rock nearly level with the water's edge, with a reef that is covered, half a cable's length to the northwest of it.

This roadstead is 1½ mile broad, and has three fathoms in it. Fresh water may be got in the sandy bay at the foot of the three chimneys on Pihquan.

To the westward of the roadstead is the island of Namquan 南關, within which is a deep bight, and a walled city. To the northward of it on the main is a most remarkable peak called by the fishermen Pihquan peak. The boundary line of the provinces of Chekiáng and Fukien, passes through Pihquan harbor.

N. 35° E., distant 30 miles from the Taeshan group, is a group of islands, the largest of which is called by the Chinese Namke shan 南圯山. It consists of one large and fourteen smaller islands; the large island is 737 feet above the sea, and has a good harbor on its southeastern side in the northeast monsoon, where there is a good watering place. The eastern horn of the harbor is in lat. 27° 26.3 N., and long. 121° 6.6 E. Vessels should not pass between the islets which form the southwest part of the group, as there are many reefs which cover at high water. The westernmost island makes like a cone, and has reefs to the northward. The southern islet is a castellated rock, and is distant from the rest of the group 5 miles.

W. by S., 24 miles from Namke shan, on the main, is an apparently good harbor, and most probably is that called Pepa shan 琵琶山 on the Admiralty chart.

N.N.E., 10 miles, is a group of islands, the largest of which called Pihke shan 北岐山, in lat. $27^{\circ} 37' N.$, and long. $121^{\circ} 12' E.$ There are four small islets close to it, which protect the anchorage off the southwest end of the island from the easterly swell. Vessels should not anchor under these islands unless from necessity, as they have so much better anchorage either to the northward or southward of them. Fresh water may be obtained. There is an extensive fishing establishment on the island.

West, 11 miles from Pihke shan, is another group, of one large and four smaller islands. The largest is called Tungpwan shan 銅盤山 (i. e. Brass-basin I.) Between this group and Pihke shan are five detached islets. The main is distant 15 miles to the westward of Tungpwan shan, the hills rising to 1000 or 1200 feet, with extensive plains between them, which are protected from encroachment of the sea by embankments. Between it and the main there are two groups of islands, under which a fleet of junks probably from Wanchow foo took shelter during a northeasterly gale.

Eight miles, W.N.W. from Pihke shan, are the Tseigh islands, of which there are three, the North Tseigh 北策, the South Tseigh 南策, and the East Tseigh 東策, in the space between which there are clusters of rocks interspersed with reefs which cover at half tide. Vessels cannot go between these groups without great risk, as there may be many rocks not yet laid down.

The Tseigh islands form the south extreme of a very large and numerous group of islands; to the northward and westward of these islands, between them and Takew 大瞿, is an excellent anchorage, sheltered from all winds, called Bullock's bay. The best entrance into this bay is to the northward of the Tseigh islands, between them and Pwanpien shan 半邊山. Here water may be procured, and bullocks of the best description were obtained from the natives, and in any quantity. The harbor may be known by a remarkable conical island, called Coin island, (with three rocks N. $\frac{1}{2}$ W. of it,) which is the northeasternmost of this group, and is in lat. $27^{\circ} 50' N.$, and long. $121^{\circ} 15' E.$ W.N.W. of Coin island is a flat island with rocks off its southern extreme, and two rocky islets to the westward, between which and Tongtau shan 洞頭山 there is a safe passage in 8 fathoms.

Tongtau shan, the largest of the group, and forming the northern boundary of Bullock's bay, is 6 miles long and $2\frac{1}{2}$ miles at its extreme breadth; the feature of its eastern face is high and precipitous; between it and Pwanpien shan, there is a junk passage, but it is not available for vessels.

North of Tongtau shan, there are two large islands Miaou shan 尾岫山 and Chwangpeen shan. The channel between these is shoal, having only 3 fathoms; Miaou shan and Chwangpeen shan 狀元山 are separated by a channel, too narrow for a ship. The extent of the two islands together is 9 miles.

N. 55° W., 8 miles from Miaou shan, is the entrance of the Wanchow foo 温州府 river, with an island in the mouth of it. The inhabitants of Tongtau shan report that the approach to the entrance is very shallow. S. 65° W., 5 miles from Miaou shan, is a dangerous rocky shoal. We found on approaching the main from Miaou shan that the depth of water decreased at 4 fathoms. To the northward of Miaou shan, are two large islands called Hootow shan 虎頭山 and Laouka shan 九麕山, with two small islands between them. The channels between these islands, and between them and the main, have not been examined. Two and a half miles to the southward of Laouka, there are four cliff islets, and half a mile from the south point of it is another islet. The Plover passed between these, and anchored to the westward of a small islet on the southwest side of Laouka; in this bay the water shoals suddenly from 19 to 6 fathoms.

N. 75° E., 17 miles from Laouka, is the easternmost island of the next group called Pe shan 披山, in lat. $28^{\circ} 5' 5''$ N., and long. $121^{\circ} 31' 8''$ E. It is three miles long from east to west, has three rocks on its northern face, and two islets on its southern. Northwest from it is a sugar loaf island, with a small one close to it, and W. by N., $1\frac{1}{2}$ mile, is another low level island.

Taluk shan 大鹿山 is west from Pe shan, $5\frac{1}{2}$ miles; this island is 771 feet high, and affords good shelter on its western side in 3 to 4 fathoms; its eastern face is a high and precipitous head.

Seoluk shan 小鹿山 are three islands, $1\frac{1}{2}$ mile south of it; between the two the depth of water is 8 fathoms. To the west of Taluk shan, 3 miles, is Chinke shan 鷄冠山 which has a large and populous town on it. To the north of Taluk shan, 2 miles, is another island, which is also populous. Chinke shan faces a deep bay on the main.

Northwest, 24 miles from Taluk shan, is a high conspicuous mountain on the main; the sea washes the foot of it, but the entrance to the sound was not explored. To the westward of Seaoluk shan, distant 6 miles, is Nanpai shan 南排山, an islet. On the point to the westward of Nanpai shan, there is a large and populous village. Heachuh shan 下竹山, the southernmost island of the Taichow group, bears N. 50° E., 27 miles from Pe shan. N. 45° E., distant 16 miles from Pe shan, is a small island, with a reef running off its southern end, and which is the eastern island of a group; it is in lat. $28^{\circ} 15.8$ N., and long. $121^{\circ} 44.5$ E.

Southwest, 2 miles from this island, are four small peaked rocks, with rocks awash between them. West, $2\frac{1}{2}$ miles, is the island of Shetung mun 石塘門, having many small rocky islets nearly joined to its southern extreme, and a reef to the westward of them. A vessel may get very good shelter under this island, unless the wind is far to the eastward.

Between this island and Teaoupung mun 吊邦門, are two islands; the eastern passage of the two is a mile wide, and has $3\frac{1}{2}$ fathoms. Northeast of the centre island are 3 small islets, with a reef extending from the east end of the northernmost. To the southward of the roadstead are four islets, the largest of them is called Sanshe shan 三蒜山. The channel between them and the main is a mile wide, and has $4\frac{1}{2}$ fathoms through it. The point opposite to these islets is called Chinseu shan, and forms the southeast horn of a shallow bay, and is connected with the main by an isthmus occasionally overflowed.

Through the Teaoupung mun all the coasting trade passes, and from the number of towns erected on this barren headland, it would appear that it is a stopping-place for the numerous junks that pass. When the Starling anchored in this roadstead, there were nearly 100 sail of junks at anchor. They all weighed together, and passed through the Mun to the northward.

North, 6 miles from the easternmost island off the Teaoupung mun, is the island of Chikhok 積穀山, in lat. $28^{\circ} 22.4$ N., and long. $121^{\circ} 44.2$ E. It is 760 feet above the sea, and bears S. 58° W., from the anchorage at the Taichows. It rises abruptly, and has a most remarkably broad yellow stripe on its southeastern side, forming one of the best leading marks for the coast. There is an islet, $1\frac{1}{2}$ mile W.N.W. from it, off the north end of which there is a half tide rock. Westerly from Chikhok is a crooked island, under

which there may be shelter, but between the two there is foul ground.

East of Chikhok, distant $9\frac{1}{2}$ miles, is Heachuh shan, the southernmost island of the Taichow group, in lat. $28^{\circ} 13.3' N.$, and long. $121^{\circ} 55.2' E.$ This group extends 9 miles in a northerly direction from Heachuh shan; it consists of two large and ten smaller islands. Between the two large islands is an excellent harbor, the approaches to which, both from the eastward and westward, are free from danger. The best anchorage will be found southeast of the island, lying off the southwestern extreme of Shang tachin shan 上大陳山, which is the northern large island. The bay to the northward of this is too shoal for anchorage.

Between Shang tachin shan and the small island, $1\frac{1}{2}$ mile to the N.N.E. of it, there is a safe passage. Several watering places will be found on Shang tachin shan, but the supply from any one of them is not very abundant. The southern large island, called Hea tachin shan 下大陳山 is the highest, its elevation above the sea being 750 feet. It is well inhabited; a couple of bullocks and other stock were obtained here.

There are four islands and two reefs to the southward of it. The southernmost island, or Heachuh shan, has a remarkable finger rock off its south side. The western rock lays S. $22^{\circ} W.$, $3\frac{1}{2}$ miles from the highest part of Hea tachin shan, and is seen at all times of tide. N. $41^{\circ} E.$, $4\frac{1}{2}$ cables from the above rock, is a reef that covers at high water; it bears from the peak of Hea tachin shan, S. $20^{\circ} W.$, $2\frac{3}{4}$ miles.

There is a good channel west of the Taichow group, and to the north of Chikhok are numerous islands, many of which are joined by the mud at low water.

N. $55^{\circ} W.$, distant 7 miles from the northern island of the Taichow group, are two islands close together, that will be mistaken for one except on an E.N.E. or W.S.W. bearing. Junks take shelter under the western point in strong northeast winds; off the northeast and northwest points are rocks; a reef also extends off its southeast end. Two and a half miles to the eastward of these is another cliff islet, which is the easternmost of the group. The channel between these islands and the Taichows is free from danger. The mainland is distant 9 miles from the above islands, and the depth of water between the two is from 6 to 3 fathoms, shoaling gradually towards the coast, which is very low, and at low tides dries a long way off from the shore.

North, 10 miles from the northern Taichow, is the easternmost of a large group in lat. $28^{\circ} 42'.2$ N., and long $121^{\circ} 55'.1$ E., called Tungchuh seu 東機嶼. Shelter may be had under it on its south side, but there is always a heavy swell which renders riding there very unpleasant. There are several rocks and islands within two miles of its southern, and three islets on its northern face. There are several large islands lying to the northwest, some of which would no doubt afford good shelter, but they have not yet been examined.

Seven miles, west a little southerly from Tungchuh seu, lies the island of Chuh seu 竹嶼, with a sharp cone 670 feet above the sea, over its southern point. Midway between the two is a cluster of rocks four in number; and S.S.W. from Tungchuh seu are two islets, with detached reefs bearing from it east two cables distant, and N. by W. four cables. On the same bearing from it, 3 miles, are two islets, with a reef off the eastern end of the southernmost. From Chuh seu there is a solitary cone island, S. 60° E., $2\frac{3}{4}$ miles.

Good anchorage, with a convenient and abundant watering place, will be found under and to the southwestward of the peak of Chuh seu in 6 fathoms, between an island with a reef off its northeast point and Chuh seu. On the peak at the northwest end of Chuh seu is a lookout, and three chimneys, from whence they communicate by signals with Taichow foo 台州府. The entrance to the river bears S. 88° W., 8 miles from Chuh seu. The inhabitants reported that vessels of 12 feet could not get over the bar except at high water, and that one tide would carry you to the city; the tide rises in the neighborhood from 18 to 20 feet.

The channel between Chuh seu and the main appears to be shoal, with several rocks covered at high water. Vessels therefore ought to pass to the eastward of the whole group until the inner channel has been examined.

South of Chuh seu, there are several small islets, with safe passages between them. There are several rocks and islands to the northward towards Sanmoon bay, which cannot now be described, not having been sufficiently examined.

N. 62° E. from Tungchuh seu, and distant 17 miles, is the Hishan 黑山 group, consisting of 3 inhabited islands and 8 barren rocks, extending 4 miles in a north and south direction, and 2 miles east and west. The southernmost is the largest, and makes like a saddle. It is 320 feet high, and is in lat. $28^{\circ} 50'.8$ N., and long $122^{\circ} 14'.4$ E. The rocks are steep, with remarkable cliffs. The

sea has undermined the northernmost one so much that it bears some resemblance to a large mushroom. The inhabitants, who are Fukien men, call the island Ung shan. The depth of water in the vicinity is 20 fathoms; they are too small and too detached to afford much shelter. The inhabitants are all fishermen, from whom excellent fish may be obtained. There is also a fine stream of water on the island, but it would be difficult to get at it.

North from the highest of the Hishan islands, distant 32 miles, is Patahecock 八字角 the southernmost of the Kewshan 韭山 group.

N. 25° W., distant 22 miles, is Tantow shan 潭頭山 or Cape Montague, in lat. 29° 10' N., and long. 122° 2.5' E. It is an island separated from the main by a channel varying from 1 mile to 1 $\frac{3}{4}$ wide. It is 738 feet high, and nearly divided into two parts, the connection being a low shingly isthmus.

Four miles to the southward of cape Montague, and nearly attached to the main, is a small islet with a reef off its eastern point. Twelve miles S.S.W. of cape Montague, is Leaming, forming the northern and eastern points of Sanmoon 三門 bay, having a rock off its southwestern end.

South of cape Montague, and 3 miles from the coast, are four islets; the southern is 9 miles from the cape, the others are severally 3, 5, and 7 miles distant from it, with good passages between them to enter Sanmoon bay.

Sanmoon bay will be readily recognized by a most remarkable thumb peak, called by the opium vessels that frequent this bay, Albert's peak, and by the Chinese Tafuh tow 大佛頭; it is about 800 feet high, and is in lat 29° 5' N., and long. 121° 58.5' E.

S. 38° W., 2 $\frac{1}{2}$ miles from Leaming, is Sanche shan 三岐山, or Triple island, the depth between the two being 10 or 11 fathoms. Vessels entering either to stop a tide, or driven in by weather, will find good shelter from the northeast monsoon, to the westward of Leaming. Care however must be taken in standing into this bay as it shoals suddenly. If the north peak of Leaming is not brought to the southward of east there is no danger; it is all soft mud in the bay.

Due west of Leaming, 6 miles, is a conical island, with a reef off its south end.

Tafuh tow, or Albert's peak, is situated on an island to the northward of this half a mile, but the channel between has many rocks. In the northern extreme of the bay, between Leaming and Albert's peak island, is a small entrance into Sheipoo.

Having rounded the conical island, St. George's island will be seen, bearing northwest 4 miles. The bay shoals gradually as you approach it, and the anchorage, half a mile south of it in 3 fathoms, is secure in northeast winds. There is a well of good water on the island, but it is not easily got at nor plentiful, and vessels in want of water will find it more convenient to anchor to the southward and eastward of Albert's peak, where water will be easily obtained. The bay to the northward of St. George's island is shoal, and full of rocks; it extends a considerable distance. The isthmus between it and Nimrod sound, or Tseangshan kang 象山港, is only 7 miles. There is an entrance into Sheipoo, 4 miles to the north of St. George's island, which is frequently used by junks.

Westward of St. George's island, 4 miles, is a group of islands with many sunken rocks off them. The mainland is distant 3 miles to the westward of this group, and rises immediately from the sea to the height of 900 to 1000 feet, forming a continuous range along the coast. Patahecock bears from Cape Montague, N. 36° E., 15½ miles.

Vessels bound for Sheipoo roads may pass close to the northward of cape Montague, and run in due west for the two forts which will be seen on the summit of the island forming the entrance to Sheipoo.

North of the roadstead are 3 islands. South 3 cables from the eastern end of the centre island, Wangche shan 黄芝山, are the Bangoa rocks, which always show; there is deep water close to them. To the westward of Bangoa, the water shoals off the centre island to 2¼ fathoms, 9 cables from the land, to avoid which do not bring the higher fort to the southward of west.

Cliff island, or Seo-seao, lies nearly in the centre of the roadstead; anchorage will be found off the northwest end of it in 4 fathoms mud; there is always a considerable swell rolling in with a strong wind. Vessels passing between cape Montague and the main should keep to the eastward of Cliff island, and pass between it and a rock, 7 cables further to the eastward. The deep bay on the western side of cape Montague is shoal, but the southwest point is steep to.

A reef of rocks extends from the westward of Cliff island, and the channel between it and the main has only 3 fathoms in it. South of Cliff island is another islet; the ground between is foul.

From the roadstead into Sheipoo 石浦 harbor are three entrances, all of which are very narrow with rapid tides and chowchow water, rendering the navigation dangerous for ships. Two of them

are formed by Tungmun 東門, the island on which the forts are situated. The third entrance is $1\frac{1}{4}$ mile to the southward of Tungmun, and is the best of the three.

At the entrance to it is a small flat island, with a reef of rocks extending easterly; pass to the northeastward of this island, as there is a reef to the westward between it and the main. The town is situated on the main, forming the north boundary of the harbor; it is walled, but the walls are in a most dilapidated state. The houses and shops are not good. It derives its importance from its being a convenient port for the coasting trade. At high water the harbor has the appearance of a splendid basin; but at low water the mud dries off shore a long distance, giving it the appearance of a river.

At the western extreme of the harbor, is a narrow passage into Sanmoon bay, and midway between this passage and the town is a large island. South of this island is another narrow passage into Sanmoon bay.

N. 36° E. from the highest part of cape Montague, $7\frac{1}{2}$ miles, is a very dangerous wash rock; it is as near as possible half way between Patahecock and the Cape.

For the navigation between Cape Montague and Chusan, see captain Collinson's *Sailing Directions for the Chusan Archipelago*; Chi. Rep. vol. X., pp. 251-278.

SAILING DIRECTIONS

FOR THE NORTHEAST PART OF THE CHUSAN ARCHIPELAGO.

By lieuts. Milbank and Nolloth, H. M. S. Childers, Geo. Wellesley, commander.

VESSELS bound for Shánghái, and not intending to call at Chusan or Ningpo, should pass to the eastward of the Chusan Archipelago, and make the Barren islands, which are in lat. $30^{\circ} 43' N.$, and long. $123^{\circ} 7' E.$ From hence the Amherst rocks, at the entrance of the Yángtsh' kíang, bear N. $58^{\circ} W.$, $47\frac{1}{2}$ miles.

The Barren rocks are three in number, about 50 feet high, lying nearly east and west, and are three quarters of a mile in extent. To the southeastward of the eastern rock, is a rock awash distant from it 2 cables.

S. $31^{\circ} W.$, $20\frac{1}{2}$ miles from the Barren rocks, is Leuconna, which appears from the southward as three abrupt and round topped hummocks.

S. $24^{\circ} W.$, 19.8 miles from Leuconna, is Monte Video, or Wong-

shing shan, in lat. $30^{\circ} 7'8''$ N., and long. $122^{\circ} 46'2''$ E.; it has a bold and precipitous appearance, and is nearly square. It has a remarkable white cliff, which shows very distinctly when the island bears N.W. by N.

N. 74° E., 5 miles from its summit, are four rocks called the Four Sisters; and N. 78° E., 9 miles, are two rocks called the Brothers. There is a safe passage between these rocks and Monte Video, and also between the rocks themselves, the depth varying from 30 to 40 fathoms in the vicinity of these islands.

Westerly from Monte Video, is a chain of islands extending to Tae shan, called Fisherman's chain. Vessels passing to the eastward of these islands, and bound to Chusan or Ningpo, should make Monte Video, then pass to the northward of Fisherman's chain, and between it and the large island of Tchinsanna.

The Beehive rock in this channel bears from Monte Video, N. 17° W., $14\frac{1}{2}$ miles, and from Leuconna, S. 69° W., $12\frac{1}{2}$ miles; it is about 35 feet high, with a rock awash 3 cables to the eastward of it, otherwise the depth of water is from 14 to 17 fathoms around it.

W. by N. from the Beehive is the large island of Tchinsanna, having several smaller islands on its eastern and northern faces. The channel between it and Taeshan is 5 miles wide, and safe. Tchinsanna is $8\frac{1}{2}$ miles long from east to west, having good anchorages in both monsoons. Having passed Tchinsanna, vessels will proceed according to the directions given for the Chusan Archipelago, or by those for the passage between Square island and Shánghái.

Northward of Tchinsanna is Peenchowa. It has several islands around it, and between it and Tchinsanna; it is next to Tchinsanna in size, being 6 miles from east to west, and will also afford shelter in either monsoon. Off its northeast point is a rock awash 5 cables distant.

The islands of Chintsien shan and Leeseu sa lie to the eastward of Peenchowa, bearing from the Barren islands S. 77° W., 17 miles, and from Leuconna N. 21° W., 18 miles. Between Leuconna and Chintsien shan, is the Childers rock, which does not always show. When on it the peak of Chintsien shan bears N. 9° W., the Barren islands N. 70° E., and Leuconna S. 15° E.; the lead gives no warning of it, the depth being 24 fathoms close to.

The two islands of Chintsien shan and Leeleu sa afford very good shelter in both monsoons. The former from the southward appears of an equal height, the latter more rugged, the highest part being at its northeast end. There is fresh water at the eastern end of Chin-

tsien shan. In the bay on the east side of Leeleu sa, is a rock which only shows at low water spring tides. It lays nearly in the centre of the bay. When on it the highest part of the rock close to the eastern point of the bay is in line with a conical hill over the western point of Chintsien shan. Should vessels be caught at anchor under these islands with a southeasterly wind, they might run through between them, taking care to keep as *close as possible* to the shore of Leeleu sa, as there is a patch of three fathoms in the centre of the channel, and three wash rocks further to the northward.

The bay on the south side of Leeleu sa is smaller than the other, with deep water at the entrance of it; the best anchorage in it is a little to the eastward of a rocky point which juts out in the centre of the bay.

Eight miles to the northwest of Chintsien shan is Saddle island, and midway between them is False Saddle, forming the northern boundary of the Chusan Archipelago. The two largest of the northern group are saddle shaped, about 800 feet high, and of similar appearance when seen from the eastward. The northernmost island is in lat. $30^{\circ} 50' N.$, and long. $122^{\circ} 41' E.$

To the southwest of North Sandle are the long and narrow islands of Tungluh hwa and Seaoluh hwa, which are scarcely detached. These islands afford anchorage but not so good shelter as under Tchinsanna, where vessels ought to stop, should night or thick weather render doubtful the making of the Amherst rocks, which are distant from the northernmost Saddle island, N. $42^{\circ} W.$, 24 miles. Having made and anchored close to the Amherst rocks, follow the directions given for entering the Yángtsh' kiáng.* The tides throughout this group are regular, the flood sets northwest, and the ebb southeast.

SAILING DIRECTIONS FROM CHUSAN TOWARDS CHAPOO.

A rock awash at low water spring tides, has been seen about S.S.E., 2 cables from Just-in-the-way. Consequently vessels passing to the southward of that island should be cautious not to approach too close. No other additional information with regard to the sailing directions between Chusan and Chinhái has been ascertained.

The Blonde rock, which shows itself at low water, is three quarters of a mile to the northward of the Deadman. The reef off the south end of Silver island, and a $2\frac{3}{4}$ fathoms' patch to the S.S.W. of Square

* See Chinese Repository, vol. X., pages 383-387.

island, have already been noticed by captain Bethune, in the sailing directions issued to the fleet. The following remarks are therefore expressly intended for vessels navigating between Chínháí and Chápú, and Chínháí and Shánghái.

Chínháí to Chápú.

N. by W., $3\frac{1}{2}$ miles from Square island, is a middle ground, having 2 to 3 fathoms on it. Vessels therefore should approach the Kintang shore which is steep to; if *beating* through this passage, they ought not to bring Square island to the eastward of south.

There is a passage inside, and to the westward of this middle ground, which vessels of 15 feet draught may use; but it is recommended not to do so, as the mud dries off the Chínháí shore three quarters of a mile, and the water shoals suddenly. When standing along this shore, a group of small islands (the largest of which was called by capt. Giffard of the Cruizer Friendly island,) lies three quarters of a mile off shore, and distant from Chínháí citadel $7\frac{3}{4}$ miles, under which junks frequently anchor for shelter. Four miles further to the northwest is a high bluff head, forming the southern extreme of Hángchau fú bay, and called Friendly bluff. This will form a remarkable object throughout the navigation of this part of the Archipelago.

N. $\frac{3}{4}$ W., 15 miles from Square island, is North island, being the easternmost and largest island of the first group of islands in this direction. It is cultivated, and about 216 feet high, and three quarters of a mile in extent from east to west. Close to it the water deepens suddenly to 26 and 32 fathoms. The holding ground is good, but it is too small to afford shelter in strong breezes.

North from it is a small rock that always shows. W. $\frac{1}{2}$ N. is the nearest island of the same group, distant 3.7 miles, with a safe passage between them. The islets west of this are called the Seven Sisters, *tsih tsz' mei* 七姊妹; the navigation in their vicinity is dangerous, having many reefs round and between them.

Leaving North island to the westward, the easternmost and highest of the Seshan group will be seen; it bears north 18 miles from North island. A vessel *beating* up between these islands should not bring the high Seshan to the eastward of north, until within 3 miles of it, for there was found a $3\frac{1}{2}$ fathoms' patch with the island bearing N. by E. The Seshan islands form 3 distinct groups, the easternmost having one large and five smaller islands with rocks. There is a safe passage between them and the main, which is very low, and continues so to Chápú.

The middle group lies 6 miles to the W.N.W. of the eastern, and consists of one large and several small islets, the southernmost of which is low and rugged with reefs round it. There is a safe passage between this group and the main.

The western group consists of two islands, $11\frac{1}{2}$ miles to the north-west of the middle group; the largest is about 700 feet high, and has no passage between it and the main. Having made the Eastern Seshan, pass to the northward or southward of it as convenient,—if to the southward within 3 miles. Steering westerly from this, pass within 2 miles of the middle group, from which in clear weather, the high land of Chápú, bearing west 23 miles, may be seen; also the Fog islands, a group of low rocky islets bearing S. 75° W., 14 miles.

Vessels are recommended to keep well to the northward of the Fog islands in approaching Chápú, as by this they will insure a depth of 5 and 6-fathoms, and also if a heavy breeze from the northward come on, can get shelter under the northern shores.

Chápú 乍浦 city is situated on the western face of the hills forming the eastern point of Chápú bay; from this the land is low, rising again into hills at the distance of 8 miles. The mud runs off a long way from the low land between these hills, whose tops are crowned with buildings. One of the islands also has a large white joss house on it.

Pass close to the point of the southern island within half a mile or less, then steer for the town, or the termination of the group of hills, and let go your anchor in 7 fathoms. You will then be about half a mile from the high land to the northeast of the town. The anchorage is sheltered from E.N.E. to S.S.W. round by north. At the spring tides the velocity is 5 knots, and the rise and fall 25 feet.

About 4 miles south of the southern island off Chápú is a shoal, on which the Plover tacked in 3 fathoms, and there is probably less water. Should vessels find themselves setting to the southward of this they must anchor.

Seven miles southwest from Chápú, during a stay of three days, the night tide rose 30 feet, and its velocity was $7\frac{1}{2}$ knots; while at the Fog islands, 10 miles to the southeastward, the rise and fall was 17 feet, and the velocity $4\frac{1}{2}$ knots; showing a rapid increase in rise and velocity as you enter the estuary of the Tsientang river leading to Hángchau fú.

The steamer Phlegethon, with captain Collinson on board, reconnoitering and endeavoring to find a channel to Hángchau fú, ex-

perienced a tide of $11\frac{1}{2}$ knots; at this time he was distant from the high land of Chápú, 19 miles, and two from the shore. On a second trial at the dead of the neap, the Phlegethon had the tide running $5\frac{1}{2}$ knots at nearly the same place. In traversing the river from side to side, which is at this point about 15 miles wide, there was no continuous channel found, although some deep spots. When the Phlegethon was exposed to the above tide, she had an anchor down with a whole cable, (having previously lost an anchor and cable, when she endeavored to bring up,) was under her full power of steam, with sails set, and was still driving.

After having given an account of this tide, it will hardly be necessary to say more, to impress on the minds of men navigating through the bay of Hángchau, how necessary it will be for them to pay particular attention to the set of their ships. This bay cannot and ought not to be navigated at night. The rapidity of the flood setting into this bay was the cause of the loss of the Kite, transport, in 1840.

Square Island to Shánghái.

N. 76° E., 9 miles from North island, and N. 45° W., $3\frac{1}{2}$ miles from Broken island, is situated a small group of islands, between which and North island, there is a good channel, and the group itself may be approached as convenient.

N. 50° E. from North island, distant $9\frac{1}{2}$ miles, is the northwestmost isle of a group called the Volcanoes; it has a reef north of it; on the highest island, there is a most remarkable conical peak. The channel between this and North island is safe, if it be kept in mind that you are not to bring East Seshan to the eastward of north. There are several islands between this group and Taeshan, but they have not been examined.

Continuing on to the northeastward, the high land of the Rugged islands will soon be seen. The southwestern horn of this group bears from North island, N. 33° E., 24 miles, and from East Seshan N. 86° E., thirteen miles. There is excellent shelter between the southwest and northwest horns of this group during the southwest monsoon. The whole fleet anchored here in the month of June, before proceeding up the Yángtsz' kiáng.

During the northeastern monsoon, vessels will find good shelter to the southwest of the whole group, but the ground has not been thoroughly examined between it and Taeshan. The whole space between the Rugged, East Seshan, Volcanoes, and North islands, is safe, having a depth of from 6 to 7 fathoms.

N. 33° E., $3\frac{3}{4}$ miles from the northern horn of the Rugged islands, is a small islet with several rocks to the northwest of it, called the Hen and Chickens; and from the same horn Gutzlaff island bears N. 43° E., 12 miles. Leaving the Rugged islands, a vessel may pass on either side of the Hen and Chickens in 6 and 7 fathoms. Between the Hen and Gutzlaff islands there is also a safe passage with 6 or 7 fathoms. Vessels may pass on either side of Gutzlaff island, but if to the westward of it, it must be very close. It is recommended to pass to the eastward of it, and then steer N. 25° E. for the Amherst rocks, which are distant from Gutzlaff island 24 miles, taking care to keep Gutzlaff island on that bearing; for if the wind is light and it is flood tide, a vessel will be set into the bay of Hángchau fú.

Vessels of light draught may navigate the Yángtze' kiáng with ease and safety, but it will be necessary for vessels above 18 feet to make the Amherst rocks, (which are 20 feet above the sea, and in lat. $31^{\circ} 9'.3$ N., and long. $122^{\circ} 23'.6$ E.,) and to have beacons placed for them to sail by. Leaving the Amherst at a quarter ebb, a vessel will carry the flood to Wúsung if there is any wind.

The following courses will insure deep water. From the Amherst rocks S. 72° W., $14\frac{1}{2}$ miles, but care must be taken that the vessel really makes good this course, and that the flood tide does not sweep her to the northward of that bearing, which is given to clear the Ariadne rocks. The sea breaks on the Ariadne rocks in strong winds, and the lowest tides. The bearings from these rocks are, Amherst N. 77° E., $7\frac{1}{4}$ miles; Shau-e-shan, N.; Gutzlaff, S. 9° W.

After passing the Ariadne, should the northeast break or ripple be seen, it will be the best leading mark, for the deepest water is close to the bank. The course along it will be about N.W. $\frac{1}{2}$ W.; it bears from Shau-e-shan S. 30° W., and is distant from the Amherst rocks, 16 miles. If it is not seen, having run the first course and distance, a course N. 61° W. will take a vessel in mid channel to Wúsung; but as the strength and set of the tides will materially affect the ship's course, vessels are recommended to use the ground log, both for course and distance.

Having run 24 miles on the second course, approach the low western land to one mile; at this time a clump of trees making like three will be seen; keep this distance from the bank until a remarkable high tree is seen (if it is clear). At the same time will be seen Paoushan point, which is the sharp angle of an embankment; when

within a mile of the High Tree point, increase your distance from the shore, and do not bring Paoushan point to the northward of W. by N. $\frac{1}{2}$ N.

The best anchorage off Wúsung will be Bush island, N.W. by W., and Wúsung village joss pole, S. 41° W., in 8 fathoms. The leading mark into Wúsung is the joss poles at the village, S. 41° W. But the best leading mark will be for a vessel at anchor in the above position, to place one of her boats for a beacon. When the low point below the embankment shows clear of Paoushan point, close the western or Wúsung shore to half a cable, where there is good anchorage.

Proceeding from Wúsung to Shangháí, keep the western or left bank on board until you open the second creek on the opposite shore, which will be a mile above the village; then cross over and keep the eastern shore *close* on board, the channel being in some places scarcely a cable wide. Should the flood run strong, haul over as soon as you have rounded the low point opposite the village. The narrowest part is opposite to a low point on the western shore above the batteries. The bank here forms a point, with a remarkable bushy tree on it; it is $7\frac{1}{2}$ miles by the river from Wúsung village.

Having passed this point keep in mid channel. Before arriving at the town, which is $5\frac{1}{2}$ miles above it, the river takes a sudden turn to the southward, and the western or right shore again becomes the deep side. The mud extends nearly a cable from the point at the turning; between it and the town shore, there is a deep hole, with 12 and 18 fathoms, but off the town there is $3\frac{1}{2}$ and 4 fathoms.

SAILING DIRECTIONS FOR THE TAHIAH OR ENTRANCE TO NINGPO.

By captain Collinson, C. B.

The Tahiah 大 狹 江 river, or entrance to the Yungkiáng 涌 江, is entered by three passages (formed by the islets called the Triangles in Thornton's old charts of 1703) all of which are difficult.

The first danger in the southern channel, is a rock which is covered at half tide, lying N. 70° E., $2\frac{1}{2}$ cables from the summit of the eastern Triangle, or Tayew shan. If the inner Triangle, or Passage island, is kept open of the south point of the outer one this danger will be avoided.

Having passed the east point of the outer Triangle, keep it and the

middle Triangle close on board, to avoid a sunken rock with 8 feet on it, which lays in mid channel, and to the southward of the latter. When on the reef, a small island, 8 miles to the west of Chinhái, is in line with the extreme of the high bluff land beyond it. Then steer to pass half a cable east of the inner Triangle. Then steer for the foot of the joss house hill at Chinhái, taking care that the tide does not set you over to the eastern shore, the water shoaling to 2 fathoms, five cables from that side.

The second passage or that between the middle and inner Triangle is perhaps the best of the three. A mud spit extends westerly from the middle Triangle $1\frac{1}{2}$ cable, which will be avoided by keeping the joss house on the hill, open of the west point of the inner Triangle; pass as before a cable to the eastward of the latter, which must not be approached nearer than half, or receded from further than $1\frac{1}{2}$ cable.

The channel between the inner Triangle, and the Joss house point, has only 2 fathoms water; it is however the broadest, and best for vessels of light draught. The only danger in it is the Tiger's tail reef, which lays rather more than 1 cable, N. 40° W. from the highest part of the inner Triangle. The marks for the Tiger's tail rocks are Hoowu tsiao, or the little peaked islet at the south end of the stakes in line with river hill, and also the southeast foot of the Joss-house hill in line with the first cone. The Joss-house point is steep to, and vessels will find good shelter under the fort.

The river is staked across at the entrance, under the Joss-house hill, and there are sunken junks on each side of the opening through them.

Ningpo 寧波 is $11\frac{1}{2}$ miles from Chinhái, by the river which is nearly strait, the reaches all lying to the southward of west, except one which is short. There are no dangers; the depth in mid channel varies from 5 to $2\frac{1}{4}$ fathoms. Vessels therefore drawing more than 13 feet should wait for half flood. The average width of the river is two cables.

At the city, the river separates into two branches, one taking a northwest, the other a S. by W. direction. The latter is barely a cable wide, and is crossed by a bridge of boats one quarter of a mile above the junction. A spit extends from each point at the entrance to the former, and has a depth of from $2\frac{1}{2}$ to 6 fathoms.

TABULAR LIST

*Of places in the Sailing Directions, of which the latitude and longitude are ascertained.
The list commences at the extreme south, and the places are given nearly according to their latitude proceeding northward.*

Place.	Spot.	Chinese characters.	Pronunciation in court dialect.	Pronunciation in Fukien.	North Latitude.	East Longitude.
Chapel island	-		Tungting	Tongténg	24° 10'.3	118° 13'.5
Hoo-e tow bay	Point		Wuitau	Hòétóu	24° 31'	118° 31'.5
Chimmo bay	Pagoda	東錠 閩頭塔	Kúsáutáh	Kóusò táp	24° 42'	118° 42'
Ockseu I.	High part W. I.	姑嫂塔	Wúkiú	Ó'uk'íú	24° 59'.3	119° 25'.5
Lanyet I.	Western peak	烏坵	Chungtung shán		25° 12'.3	119° 36'
Double island	-				25° 15'.8	119° 42'.3
Pagoda	-				25° 22'.2	119° 41'.9
Three Chimneys	Summit, 639 feet				25° 22'.1	119° 45'.3
South reef	-				25° 23'.1	119° 51'.5
Turnabout I.	Highest part	牛山	Niú shán	Ngíú sán	25° 26'	119° 58'.7
Haetan	Peak, 1420 feet	君山	Kiun shán	Kwun sán	25° 35'.7	119° 51'.3
North rock	-				25° 45'.4	119° 50'.8
White Dogs	Breakwater	白犬	Pe-kiuen	Pek-k'in	25° 58'.1	119° 57'.6
Foochow foo	City	福州府	Fuchau fú	Hokchiú hú	26° 05'	119° 20'.6

PLACE.	SPOT.	CHINESE.	COURT DIALECT.	FUKIEN DIALECT.	LATITUDE.	LONGITUDE.
Foochow foo	-	羅星塔	Lósing táh	Lòséng táp	25° 59'.6	119° 29'.1
do.	-	福斗	Futau	Hoktóu	26° 08'.7	119° 39'.8
do.	-				26° 08'.3	119° 42'.4
Outer reefs	-				26° 05'.	119° 51'.1
Sea Dog	-				26° 05'.2	120° 04'.
Matsoo shan	-	馬祖山	Mátsú shán	Máchóu sán	26° 09'.2	119° 58'.2
Changche sán	-	長岐山	Chángkí shán	Tiángkí sán	26° 14'.	120° 01'.8
Alligator island	-	東沙	Tungshá	Tongsè	26° 09'.	120° 25'.7
Larne rock	-				26° 15'.8	120° 14'.1
Larne islet	-				26° 21'.3	120° 14'.8
Yungtseigh	-	東永	Tungyung	Tong-éng	26° 23'.2	120° 31'.2
Spider peak	-				26° 30'.6	120° 04'.2
Double peak	{				26° 30'.	120° 10'.
Pihseang shan	-	北礮山	Pihsiáng shán	Poksong sán	26° 36'.1	120° 11'.2
High l.	-	福瑤山	Fuhyáu shán	Hokyáu sáu	26° 42'.4	120° 22'.7
Taeshan group	-	臺山	Táishán	Táisán	26° 56'.1	120° 22'.6
					26° 59'.2	120° 43'.8
					27° 02'.4	120° 38'.6

Sunken rocks between Pihquan and Taeshan.

Pihquan - -	Three chimneys	北關	Pekwán	Pokkwán	27° 09'.7	120° 32'.6
Rocks north of T'áishán	Eastern				27° 03'.5	120° 51'.7
Intensity group	Northern				27° 05'.6	120° 49'.4
	Observatory I.				27° 26'.3	121° 06'.6
	South islet				27° 20'.3	120° 51'.2
	Eastern islet				27° 27'.6	121° 08'.0
Nanke shan	Cone islet,		Nánkí shán	Lámkí sán	27° 27'.3	120° 57'.6
	Highest part		Pekí shán	Pokkí sán	27° 27'.2	121° 03'.3
Pibke shan	do.		Wanchau fú	Wunchíu hú	27° 37'.3	121° 12'.3
Wanchow foo	Entrance to R.	南岐山			27° 57'.5	120° 52'.0
Half tide rocks	W. of Miáushan	北岐山			27° 48'.4	120° 56'.3
Miaushan - -	Highest pt., 737 ft	温州府			27° 51'.6	121° 02'.5
Tongtau shan	East point	尾峽山	Wíyáu shán	Bíyáu sán	27° 48'	121° 07'.4
Coin island	183 feet	洞頭山	Tungtau shán	Tongtóu sán	27° 50'	121° 15'
Laouka - -	Peak	九麕山	Kíúkí shán	Kíúkí sán	27° 59'.2	121° 10'.8
Taluk shan	Summit, 771 ft.	大麕山	Táluh shán	Táilok sán	28° 06'	121° 24'.4
Pesan - -	do.	披山	Píshán	P'ísán	28° 05'.5	121° 31'.8
East islet off Teau	Summit, 761 ft.	積谷山	Tsíhku shán	Chekkok sán	28° 15'.9	121° 44'.6
Chikhok - -					28° 22'.4	121° 44'.2

PLACE.	SPOT.	CHINESE.	COURT DIALECT.	FUKIEN DIALECT.	LATITUDE.	LONGITUDE.
Taichow group	Heachu shan	下竹山	Hiáchu shán	Hètiok sán	28° 23'	121° 55'.3
	Hea tachin shan	下大陳山	Hiá táchin shán	Hè táitin sán	28° 26'.2	121° 53'.7
	Shangtachin shan	上大陳山	Sháng táchin shán	Siáng táitin sán	28° 28'.9	121° 54'.4
Taichow foo	Northern islet	台州府	Táichau fú	Táichiú hú	28° 31'.8	121° 55'.9
Chuhseu	Entrance to river	竹嶼	Chuh sü	Tiok sí	28° 39'.1	121° 36'.9
Tungchu seu	Highest part	東機山	Tungki shán	Tongki sán	28° 40'.5	121° 47'.4
Hishan group		黑山			28° 42'.2	121° 55'.1
		High part of So. I.			28° 50'.8	122° 14'.4
St. George's I.	Northern islet	黑山	Heshán	Hek sán	28° 55'.2	122° 16'.8
Tafuh tow	Bay on south side	大佛頭	Táfuh tau	Táihut tóu	29° 06'.2	121° 53'.9
Leaming	Peak				29° 05'.8	121° 58'.6
Islets of Saumoon	Easternmost				29° 02'.1	121° 55'.7
Sheipoo	City	石浦	Shipú	Sekpóu	29° 01'.1	122° 02'.3
Cape Montague	Highest part, 738	壇頭山	Tántáu shán	Tántóu sán	29° 12'.8	121° 57'.1
Monte Video	Summit				29° 10'	122° 02'.5
Barren island					30° 07'.8	122° 46'.2
North Saddle I.					30° 43'	123° 07'
					30° 50'	122° 41'

ART. II. *Notices of Hongkong; shape and circumference of the island; names of places, distances, &c.*

ACCORDING to the terms laid down in the Royal Charter, the island of Hongkong and its dependencies are situated between lat. $22^{\circ} 9'$ and $22^{\circ} 21'$ N., and in long. $114^{\circ} 18'$ east from the meridian of Greenwich. The island formerly belonged to 新安縣 *Sin'án hien*, the district of Sin'án, or *Sanón*. It lies opposite to 九龍 *Kiú-lung* or *Kaulung*, on the main, the extreme southern point of which is 尖沙嘴 *Tsien-shá tsui*, or *Tsim-shá tsui*. The name 香港 *Hiáng-kiáng* or *HONGKONG*—"Fragrant Streams," is the proper name of one of the small streams on the south side of the island, and by foreigners has been given to the whole island. Its waters have been surveyed by sir Edward Belcher, and a chart drawn delineating the exact shape of the entire coast. Were the neck of land that lies south of Chikchü cut off and transferred to the bay of Táitím, so as to fill it up, the shape of the island would then be like a right-angled triangle, the right angle being at the northeast. The northern and eastern sides of the island, the one eight miles and the other five, would form the base and perpendicular of the triangle; and a third line, stretching from the northwest to the southeast, would make the hypotenuse. The sailing distance round the island is twenty-six and eighty-five hundredths ($26\frac{85}{100}$) miles; but if one should follow the line of coast, the distance would be increased one third or one half. The longest line from the northwest to the southeast is nine miles. The whole of the island consists of hills and ridges, intersected by many vallies and dells, abounding with springs and rivulets of excellent water.

The following are the principal places known to the Chinese. We give their own characters, and the sounds in both the common language and in the Canton Dialect.

	Common (court) Dialect.	Canton Dialect
1. 硬頭山	Ngáng-tau Shán,	Ngáng-tau shán.
2. 上灣	Sháng Wán,	Shéung wán.
3. 中	Chung Wán,	Chung wán.
4. 下	Hiá Wán,	Há wán.
5. 裙帶路	Kiun-tái Lú,	Kwan-tái lú.

- | | | | |
|-----|-----|-----------------|-------------------|
| 6. | 黃坭埔 | Hwáng-ní Chung, | Wóng-nai chung. |
| 7. | 掃程埔 | Sau-kán Pú, | Sò-kón pú. |
| 8. | 燈籠洲 | Tang-lung Chau, | Tang-lung chau. |
| 9. | 紅香爐 | Hung-hiáng Lú, | Hung-héung lí. |
| 10. | 雞閘門 | Kí-cháh Mun, | Kai-cháp mún. |
| 11. | 筲箕灣 | Shau-kí Wán, | Shau-kí wán. |
| 12. | 柴灣 | Chái Wán, | Chái wán. |
| 13. | 鯉魚門 | Lí-yü Mun, | Lí-yü mún. |
| 14. | 打浪角 | Tá-láng Kióh, | Tá-lóng kók. |
| 15. | 打浪灣 | Tá-láng Wán, | Tá-lóng wán. |
| 16. | 打細灣 | Sí Wán, | Sai wán. |
| 17. | 石澳 | Shí'áu, | Shik ò. |
| 18. | 石散灣 | Sán-shí Wán, | Sán-shik wán. |
| 19. | 雙箸 | Shwáng Chú | Shéung chü. |
| 20. | 雙箸門 | Shwáng-chú Mun, | Shéung-chü mún. |
| 21. | 大潭頭 | Tá-tán Táu, | Tái-tám tau. |
| 22. | 大潭 | Tá-tán, | Tái tám. (Tytam.) |
| 23. | 爛柴角 | Lán-chái Kióh, | Lán-chái lók. |
| 24. | 赤柱 | Chi Chú, | Chik chü. |
| 25. | 春砍角 | Chung-kán Kióh, | Chung-hóm kók. |
| 26. | 淺水灣 | Tsien-shúi Wán, | Tsím-shui wán. |
| 27. | 深水灣 | Shin-shúi Wán, | Sham-shui wán. |
| 28. | 香港 | Hiáng Kiáng, | Héung-kóng. |
| 29. | 石牌灣 | Shi-pái Wán, | Shik-pái wán. |
| 30. | 大樹 | Tá-shú Wán, | Tái-shū wán. |
| 31. | 大馬料 | Má-liáu Hó, | Má-liú hó. |
| 32. | 大馬口 | Tá-kau Wán, | Tái-hau wán. |
| 33. | 梗山頭 | Kang-shán Tau, | Kang-shán tau. |
| 34. | 義律灣 | Í-liu Wán, | Í-lut wán. |
| 35. | 新安縣 | Sin-án Hien, | San-ón ün. |
| 36. | 尖沙嘴 | Tsien-shá Tsúi, | Tsím-shá tsui. |
| 37. | 九龍 | Kiú-lung Sin, | Kau-lung sun. |

38.	南堂	Nán Táng,	Nám tóng.
39.	螺洲	Ló Chau,	Ló chau.
40.	孖洲	Má Káng,	Má kóng
41.	青洲	Tsing Chau,	Tsing chau.
42.	下鴨里	Híá-yáh Lí,	Há áp lí.
43.	上鴨里	Sháng-yáh Lí,	Shéung-áp lí.
44.	青洲	Tsing Chau,	Tsing chau.
45.	茅達	Máu Táh,	Mau tát.
46.	黃竹角	Hwáng-chu Kióh,	Wóng-chuk kók.
47.	石牌灣	Shi-pái Wán,	Shik-pái wán.
48.	圓角頭	Yuen-kióh Tau,	Yün-kók tau.
49.	深灣	Shin Wán,	Sham wán.
50.	圓角	Yuen Kióh,	Yün kók.
51.	南丫尾	Nán-yáh Wí,	Nám-á mí.
52.	大灣底	Tá-wán Tí,	Tái-wán tai.
53.	蒲蘆嘴	Pú-lú Tsúi,	Pò-lú tsui.
54.	榕樹灣	Yung-shú Wán,	Yung-shü wán.
55.	北角頭	Pe-kióh Tau,	Pak-kók tau.
56.	塞姑灣	Se-kú Wán,	Sak-kú wán.
57.	校椅洲	Kiáu-í Chau,	Káu-í chau.

Table of distances around the island of Hongkong.

From No. 57 to No. 8 Green island (Kiau-ichau) to Kellet's			
		Island (Tanglung chau), is - -	4.0 miles
8 to 11	„	Shaukí wan - - -	1.7 „
11 to 13	„	Líyü mun - - -	1.4 „
13 to 17	„	Shi-áu - - -	1.9 „
17 to 18	„	Sánshí wán - - -	2.0 „
18 to 19	„	Shwáng chu - - -	1.6 „
19 to 23	„	Lánchai kióh - - -	1.6 „
23 to 49	„	Shin wán - - -	2.1 „
49 to 42	„	Híáyáh lí - - -	1.6 „
42 to 30	„	Táshú wán - - -	2.1 „
30 to 57	„	Gree. island - - -	2.4 „

23.4 miles

The above are geographical miles of 2035 yards each; the island therefore is 26.85 English miles in circumference.

ART. III. *Religious and charitable institutions in Hongkong: churches, chapels, schools, colleges, hospitals, &c.*

Now that Hongkong has become a colony of Great Britain, it ought to imitate and emulate the Queen of Isles, and exhibit a picture of all that is truly good and worthy of commendation. The future character of the colony must depend—in no small degree, under God—on ‘the powers that be,’ its rulers; ‘for they are God’s ministers,’ ordained of him to execute wrath upon those that do evil, and to encourage those that do good. As Christian rulers, charged with the government of this new settlement, they hold a very weighty trust; and their administration will have a powerful bearing, not only on this colony, but on all the states and kingdoms of the East. Since things are thus, they have, if we rightly judge, a strong claim to all the support and encouragement which can possibly be given by those whom they govern. Moreover, it ought never to be forgotten, by Christian residents especially, that not only are respect and obedience due to these rulers, but that for them they ought daily to offer ‘supplications, prayers, and intercessions,’ to this end, ‘that we may lead a quiet and peaceful life *in all godliness and honesty.*’

To this point—duty to rulers—we beg to call, for a moment, the attention of our readers. Much blame has been cast upon the authorities, very unjustly we think, for the evils that have existed here. For the improvements made, and for the securities and immunities enjoyed under their auspices, there is abundant cause for grateful acknowledgements. Having had almost daily opportunity, during the whole of the last twelve months, of observing the conduct and character of both the rulers and the ruled, we must say that the latter have far less cause of complaint than the former. Righteousness exalteth a nation. Let *godliness and honesty* be maintained, and both the government and the people will be safe and prosperous. On the contrary, if they be not maintained—if the Divine code be not respected and wholesome laws be not executed, all civil society must deteriorate, and all prosperity and security come to an end. We are not ignorant of the malversations of ‘lying natives;’ yet dark as their conduct is, its turpitude has been far exceeded by the irreligious and wicked conduct of some who are called Christians. Irreligion and lawlessness usually go hand in

hand. When men have ceased to fear God, they will soon cease to regard man. Under a Christian government, those who are careful to keep the Divine laws, will not be likely ever to dishonor any human authority. God's laws are all supreme as well as good, and he who violates them does harm to society, and merits reproof as an injurious person.

Religious and charitable institutions, conducted according to Christian principles, will do much to combat and remove evils and mitigate suffering of all kinds. To institutions of this kind we shall always be anxious to draw the attention of our readers. Chief and first of all ought to be maintained the *sacredness of the Lord's day*. The Former of our bodies, the Father of our spirits, surely knows far better than we do what is most needful for his children. He, the King of kings, the Lord of lords hath declared to us, by his son, sent from heaven, that '*the Sabbath was made for man.*' He, Jehovah, God of hosts, hath declared

"Remember the Sabbath day, to keep it holy. Six days shalt thou labor, and do all thy work; but the seventh day is the Sabbath of the Lord thy God: in it thou shalt not do any work, thou, nor thy son, nor thy daughter, thy man-servant, nor thy maid-servant, nor thy cattle, nor thy stranger that is within thy gates: for in six days the Lord made heaven and earth, the sea, and all that in them is, and rested the seventh day: wherefore the Lord blessed the Sabbath day, and hallowed it."

By this declaration one thing is made indisputably clear, namely, that *no work* is to be done on the Lord's day, which must be kept holy. The sacredness of the Lord's day cannot be infringed with impunity. God will not hold him guiltless that profaneth it. Eight hundred years subsequent to the promulgation of this decree—ordaining a season of rest both for man and for beast, the prophet Isaiah thus wrote, upon the same subject.

"If thou turn away thy foot from [worldly business on] the Sabbath,
 "From doing thy pleasure on my holy day;
 "And call the Sabbath a delight,
 "The holy of the Lord, honorable;
 "And shall honor it, not doing thine own ways,
 "Nor finding thine own pleasure, nor speaking thine own words:
 "Then shalt thou delight thyself in the Lord;
 "And I will cause thee to ride upon the high places of the earth,
 "And feed thee with the heritage of Jacob thy father—
 "For the mouth of Jehovah hath spoken it."

Again, seven hundred years later, when learned men would make void the law by their traditions, the Son of God declared that no part

of the law or the prophets should fail. Instead of breaking down the moral law, he would carry its binding power to the most secret thoughts of the heart. So far as we can understand the meaning of words, and the force of law, all men are forbidden, by Jehovah himself, from doing any work on the Sabbath—and forbidden, for the best of all reasons, because that day is needed for holy and spiritual purposes, connected most intimately with man's present and everlasting well-being.

Churches and chapels, with able preachers appointed for the ministration of the word, will help to promote and maintain the sacredness of the Sabbath. Besides the Roman Catholic church and the Baptist chapel, which we have before noticed, there is a temporary building, in which divine service has been performed, for several months past, by the chaplains of H. B. M.'s navy. The Rev. Mr. Stanton—who suffered imprisonment under commissioner Lin's administration—has been appointed colonial chaplain in Hongkong, where he is expected to arrive in October next. A site, we believe, has been selected for a new church, for which funds, to a considerable amount, have been provided.

A chaplain is much needed for the seamen in Hongkong. This place will have more advantages, and fewer difficulties than Whampoa, for such a chaplain. Could there be also a colonial chaplain, apart from the one appointed by the government, his labors could be turned to the best account. It is of great importance, in every point of view, that the foreign community, in the new colony, exhibit a religious character, honorable to those who compose it, and acceptable to that God whom they worship. It is pleasing to know that for many months past, respectable congregations of natives have been assembled from Sabbath to Sabbath, to whom the gospel has been preached, and with good results.

A *Chinese church*, called "the Tiéchiú Church of Hongkong," was constituted on the 28th of May last, under the pastoral care of the Rev. William Dean, consisting of three members, two recently baptized, and one received from the Baptist church in Bangkok, Siam.

The school of the Morrison Education Society is the only one of any note yet established in Hongkong. There are a few native schools—perhaps eight or ten, in various parts of the island, chiefly in Victoria. To these schools—and all that may be established for native children—we would respectfully, but most earnestly, call the attention of the local government. A school committee will, ere long,

be desirable. We will not dwell on this subject, for we have reason to know that it will not be overlooked.

Several hospitals have been established on the island. The following short account of the Medical Missionary Society's hospital is good evidence both of what may be done, and of what is needed among the Chinese.

"The house and hospital of the Medical Missionary Society being completed by contract in the month of May, it was opened by Dr. Hobson, for the reception of patients on the 1st of June last. Since that time to the present date, Aug. 24th, there have been 1331 new cases entered on the books.

"In June, there were admitted 455 out-patients, and 31 in-patients; in July, there were 593 out-patients, and 43 in-patients; in August, there were 283 out-patients, and 21 in-patients; making a total of 1331 out-patients, and 95 in patients.

"These consist of men, women and children, affected with a variety of diseases both medical and surgical, belonging to this island, and to the numerous hamlets, villages and towns in its vicinity. Until the dispensary and waiting-rooms are built in a locality readily accessible, the out cases are at present prescribed for in one of the wards of the hospital from 9 to 11 o'clock each day, in the order in which they come. Those who require admission are then taken into the hospital, but urgent cases are received at any time. It is expected that when the disease is of a dangerous character, in order to avoid unnecessary trouble and expense, the individual or those attending him, will provide some friend and relative to attend upon him, and in case of death to remove and bury him.

"Several severe cases of continued intermittent and remittent forms of fever have been taken in, and discharged cured; also several cases of cataract, and acute and chronic ophthalmia, have been recovered from either partial or total blindness to good sight. All that reside in the institution enjoy the advantages which a healthy locality, comfortable accommodations and regular medical inspection and treatment can impart; and consequently, with rare exceptions, the practice is extremely successful.

"In the management of the patients, excepting in inducing them to maintain cleanly habits, there is no difficulty. They readily acquiesce in the rules of the hospital, and manifest an almost stoical indifference in submitting to the course of treatment adopted; and their confidence once insured, is usually permanent. The moral improvement of the sick is not omitted; a native Christian, baptized by the late Dr. Morrison, resides on the premises, and at stated seasons conveys to them religious instruction.

"For the information of those interested in its operations at a distance, we may observe that the house and hospital are united in one building of 190 feet long by 50 wide; and consists of one large committee room and library 35½ by 20 feet, with two rooms on either side for bed chambers and a reading room for pupils and teacher, with a verandah at the back, and a terrace with small rooms below to the eastward.

"The hospital portion consists of six wards capable of accommodating from 36 to 40 patients, with verandah, cooking house, and rooms for servants and native assistants. The whole expense, including the leveling of the ground, did not exceed 4200 dollars: and the incidental expenses of the dispensary, with servants and native assistants' wages, and the support of needy patients, does not exceed fifty dollars per month. It is therefore hoped that on the consideration of a humane institution of this nature, conducted at so small an expense, and conferring the blessing of health so gratuitously and extensively among the Chinese in this colony and its vicinity, the Society will continue to meet with that liberal support which it has hitherto enjoyed, to enable the committee to carry out their intentions of establishing a hospital in every open port on the coast of China.

Seaman's Hospital. By the following letter, taken from the *Friend of China*, we learn that the hospital for seamen is now ready to receive patients. This institution is situated near the preceding, in an elevated and healthy position.

"To H. E. sir H. Pottinger, bart., G. C. B., &c., &c.

"Deeming it advisable that your excellency should be informed of the progress and general arrangements of every public institution within the limits of your jurisdiction, by desire of the committee of management for the Seamen's Hospital, I have the honor to intimate, that the building erected upon the ground granted by your excellency for a Seamen's Hospital in Hongkong, is now ready for the reception of patients. There is accommodation for about fifty seamen and officers, with every convenience for the comfort of the sick; and the excellence of the situation affords good prospect of its proving highly advantageous to their speedy recovery.

"The terms of admission will be, for officers, one dollar and fifty cents, and for seamen, seventy-five cents, per day, including board and lodging, with medicines and medical attendance. I have also to acquaint your excellency, that the committee have accepted the offer of gratuitous medical attendance from Dr. Young, who will assume the duties of surgeon to the institution; and besides regular and careful attention to the patients within the hospital, he will give daily attendance, Sundays excepted, between the hours of 8 and 9 A. M. when out-door patients will receive gratuitous advice; the charges for medicines to out-door patients will be moderate, and the receipts be appropriated to the support of the institution. I have also the honor to intimate to your excellency that the hospital for foreign seamen in Macao will be closed, and no new patients will be admitted after this date.

"I have the honor to be, &c.,

"ALEXANDER ANDERSON.

"By order of the committee of management for the Seamen's Hospital."

ART. IV. *Journal of Occurrences; proclamation by Kiyang opening the ports to ships of all nations; notification regarding pilots; Hongkong government notifications, appointing members of the legislative council, and respecting tenure of lands; proclamation of sir Henry Pottinger regarding the opium trade; order in council concerning the trade with China; sickness at Hongkong; cholera at Amoy; liquidation of the hong debts; proclamation of the püching sz'; death of the hon. J. R. Morrison, esq.; translating committee.*

THE following proclamation of H. E. Kíying, by which it is notified that the same privileges which have been by treaty granted to British vessels, are henceforth granted to the vessels of the other nations, forms an important document in the history of Chinese foreign relations. By this paper, China has in fact, fully opened her ports, and consequently her people, to intercourse with foreign countries, and introduced herself to the family of nations, ignorant though she be of the disturbing and renovating influences thereby suffered to act upon her social system.

PROCLAMATION ISSUED BY H. E. THE IMPERIAL COMMISSIONER, KÍYING.

Kíying, high imperial commissioner, &c., &c., Kí Kung, governor-general, &c., and Ching Yuetsái, governor, &c., issue this proclamation for the purpose of giving clear information and commands.

Whereas, when the English had last year ceased from hostilities, our august Sovereign granted them commercial intercourse at Canton and at four other ports, and was graciously pleased to sanction the treaty that had been concluded: the ratifications of that treaty have now therefore been exchanged, and commercial regulations have been agreed upon, and a tariff of duties, wherein all fees and presents are abolished, has been distinctly settled. These, as soon as the high commissioner, with the governor-general and governor, shall have received the replies of the Board of Revenue, shall be promulgated, and shall become the rules to be observed in the various ports. The tariff of duties will then take effect with reference to the commerce with China of all countries, as well as of England. Henceforth, then, the weapons of war shall for ever be laid aside, and joy and profit shall be the perpetual lot of all: neither slight nor few will be the advantages reaped by the merchants, alike of China and of foreign countries. From this time forward, all must free themselves from prejudice and suspicions; pursuing each his proper avocation; and careful always to retain no inimical feelings, from the recollection of the hostilities that have before taken place. For such feelings and recollections can have no other effect, than to hinder the growth of a good understanding between the two people.

With regard to Fuchau, Amoy, Ningpo, and Shánghái, the four ports which by his imperial Majesty's gracious permission are now newly opened for trade: it is requisite that the replies of the Board of Revenue should be received, before the commerce of those ports should be actually thrown open. But Canton has been a mart for English trade during more than two centuries past; and therefore, the new regulations having been decided upon, they ought at once to be brought into operation, that the far traveled merchants may not be any longer detained in the outer seas, disappointed in all their anticipations. The high commissioner, the governor-general, and governor have, therefore, in concert with the superintendent of customs, determined, in fulfillment of their august Sovereign's gracious desire to cherish tenderly men from afar, that a commencement shall be made with the opening of the port of Canton under the new regulations on the 1st of the 7th month. The wishes of the merchants will thus, it is hoped, be met.

The island of Hongkong having been by the gracious pleasure of his august Majesty granted as a place of residence to the English nation, the merchants of that nation, who will proceed from thence to the various ports will be numerous; and such vessels as they may engage to convey them to and fro will therefore be required to lie under no restrictions, but merely to accept engagements at fair and just rates. If, however, such passengers convey goods in the same boats with the view of evading the dues of government, they shall be subject to such fines as the law shall direct. Should merchants of China desire to proceed to the island of Hongkong aforesaid, to trade, they will be required only to report themselves to the next custom-house, and to pay the duties on their merchandize according to the new tariff, obtaining a pass be-

fore they quit port to commence their traffic. Any who may dare to go and trade without having requested such a pass, on discovery, shall be dealt with as offenders of the laws against clandestine traffic, and against contumacious visiting of the open seas.

As to those natives of China who, in past days, may have served the English soldiery or others with supplies, and may have been apprehended in consequence, the high commissioner has obtained from the good favor of his august Sovereign, vast and boundless as that of heaven itself, the remission of their punishment for all past deeds, and any such who may not yet have been brought to trial are therefore no longer to be sought after; while all who may have been seized and brought before government are granted a free pardon. All persons of this class must then attend quietly to their avocations, with a diligent pursuit of everything that is good and right; they need entertain no apprehension of being hereafter dragged forward, nor yield in consequence to any fears or suspicions.

With reference to the arrangements which the high commissioner and his colleagues have made in regard to duties, everything has been done with a single eye to a just impartiality: all merchants, then, whether of China, or of foreign countries, are called upon to consider the many pains that the high commissioner and his colleagues have taken, and by all means to abide in the quiet pursuit of their respective callings, and in the enjoyment of so auspicious a peace. From henceforward amity and goodwill shall ever continue, and those from afar and those who are near, shall perpetually rejoice together. Such is the fervent hope of the high commissioner and his colleagues; and in this hope they command implicit obedience to what is now thus specially promulgated.

(A true translation.)

(Signed) J. ROBT. MORRISON, *Chinese Secretary & Interpreter.*

The high provincial authorities have also published a notification regarding pilots, which obviates much of the delay heretofore connected with procuring pilots from the office of the *kiunmin fú*.

"Kiyung, Ki Kung, Ching Yuetsai, and Wanfung, hereby conjointly issue this proclamation that all men may know and understand.

"Whereas it having hitherto been the practice for merchant ships of all countries on arrival in China, first to cast anchor in the Macao Roads, and there to wait until pilots should have been sent off by the sub-prefect of Macao (otherwise called the mandarin of Casa Branca) to take the ship to Whampoa, it is now established by the new regulations that masters of vessels shall be permitted to choose and to hire their pilots so as to avoid all occasion for extortions and other irregularities.

"But if we wait until the foreign vessels first anchor at Whampoa, and then hand in their reports, not only will the superintendent of customs be without a clue to know who passes in and out, but the governor-general and governor will no less be without check or control, and consequently it behoves us to fix a general rule by which no room may be left for evasion, and by which we may hope to put a stop entirely to malpractices: forasmuch, therefore, we now proclaim to the merchants and captains of ships of all nations, to pilots fishermen and all others whom it may concern, for their full and complete understanding of the same, that on and after the first day of the seventh intercalary month of this present year of Taukwang (25th August 1843), pilots may be hired by the captains of all merchant vessels as it suits their convenience, and whether these be the regularly licenced pilots under the old system, or fishermen from any fishing boat having a legal pass, they are alike permitted to bring vessels into port, without the necessity of applying for permission at Macao. But on the island of North Wangtong at the Bocca Tigris just beneath the fort is a station where the superintendent of customs has always had an officer with his flag flying, whose special duty it is to find out what merchant vessels pass in and out, and it is now determined that on and after the date above specified, all merchant vessels about to enter this port, shall when they approach the said island of North Wangtong, lay to or cast anchor, and report themselves to the commanding officer of the fort, who will communicate with the above mentioned officer of customs, and inquire what ship it is, what is the captain's name, what cargo she has on board, &c., &c., all of which particulars will at once be forwarded to the governor-general and governor's public offices, and the acting pilot will at the same moment be ordered to take the ship up to Whampoa. The customs'

officer will in like manner make a report to their superintendent from the said station, and at the same time send some of their number to attend upon the ship and prevent smuggling.

“If there is any foreign ship or vessel that shall have a fishing boat without a legal pass, or that on, or after the date herein specified shall force her way up to Whampoa, without having first duly reported herself at the said fort of North Wangtung, such ship or vessel will not be permitted to break bulk or to trade at this port. Let these orders be obeyed. Oppose not. A most special proclamation.

“Taukwang, 23d year, 7th month, 15th day.” (10th August, 1843.)

Hongkong government notifications. H. E. sir H. Pottinger has issued a proclamation, dated August 21st, in which he appoints ALEXANDER ROBERT JOHNSTON, JOHN ROBT. MORRISON, AND WILLIAM CAINE, esqs. to be members of the Legislative and Executive Council of the colony of Hongkong. On the same day, J. Robt. Morrison, esq. was appointed acting colonial secretary during col. Malcolm's absence; and Richard Burgass, esq. legal adviser to the government of Hongkong and clerk of the Legislative Council.

The following notice concerning the sale of tenure of lands in Hongkong has also been published.

GOVERNMENT NOTIFICATION.

His excellency the governor having had under his careful consideration, the instructions which have been received from Her Majesty's government on the subject of crown lands in this colony, is pleased to publish the following extracts of a dispatch from her majesty's principal secretary of state for the colonies.

“Sir Henry Pottinger is to obtain from alienating any of the land on the island, either in perpetuity, or for any time of greater length than may be necessary to induce and enable the tenants to erect substantial buildings, &c.”

“But with the general prohibition against the alienation of crown lands, and with the general refusal to sanction any such grant as may have already been made, lord Stanley would connect a promise, that immediately on the establishment of a regular government in the place, an inquiry should be instituted, by some competent and impartial authority, into the equitable claims of all holders of land, to a confirmation, either permanent or temporary, of their titles, so far as they could be confirmed consistently with a just regard to the interests of society at large.”

With advertance to the principle laid down in the above extracts, it will be understood, that her majesty's government do not recognize the validity of any grants or sales of land that may have been made, or may have taken place, under any authority whatsoever, previous to the exchange of the ratifications of the treaty, upon which event the island of Hongkong became a bona fide possession of the British crown, and from which day the payment of rents derivable from such land will only be held to commence. In obedience to the intimation conveyed in one of the preceding extracts, his excellency, the governor in council is pleased to appoint, A. T. Gordon, esq., land officer, &c., Capt. De Havilland, H. M. 55th regt., assistant surveyor, and Charles Edward Stewart, esq., treasurer and financial secretary to government, to be a committee, assisted by Richard Burgass, esq., legal adviser to government, to inquire into the equitable claims of all holders of lands, to define the classes to which particular lots shall henceforward belong, as well as their future annual rent, and to arrange for the disposal of further lots regarding which her majesty's instructions prescribe: “And it is our further will and pleasure, that no such lands shall be sold, or let, except at public auction; and that at every such auction, the lands to be then sold

or let, be put up at a reserved, or minimum, price, equal to the fair reasonable price and value or annual rent thereof."

By order of his excellency the governor, and commander-in-chief of Hongkong.

RICHARD WOOSNAM, *officiating dep. colonial secretary.*

Government House, Victoria, Hongkong, August 21st, 1843.

The following proclamation of sir Henry Pottinger regarding the opium trade, connected with the Order in Council, exhibits the sentiments of the British government and its officers, regarding the fulfillment of the treaty of Nanking.

PROCLAMATION

BY H. E. SIR HENRY POTTINGER REGARDING THE OPIUM TRADE.

It having been brought to my notice, that such a step has been contemplated, as sending vessels with opium on board, into the ports of China to be opened by treaty to foreign trade; and demanding, that the said opium shall be admitted to importation, in virtue of the concluding clause of the new tariff, which provides for all articles not actually enumerated in that tariff, passing at an *ad valorem* duty of five per cent.: I think it expedient, by this proclamation, to point out to all whom it may concern, that opium being an article, the traffic in which is well known to be declared illegal and contraband by the laws and imperial edicts of China, any person who may take such a step will do so at his own risk, and will, if a British subject, meet with no support or protection from Her Majesty's consuls, or other officers.

This proclamation will be translated and published in Chinese, so that no one may plead ignorance of it.

GOD SAVE THE QUEEN.

Dated at the Government House, at Victoria, this 1st day of August, 1843.

HENRY POTTINGER.

ORDER IN COUNCIL.

"At the court at Buckingham palace, the 24th day of February, 1843; present, the Queen's most excellent Majesty in council.

"Whereas by an act passed in the session of Parliament holden in the 3d and 4th years of the reign of his late majesty king William IV., entitled "An act to regulate the trade to China and India, it was, amongst other things, enacted that it should and might be lawful for his majesty, by any such order or orders, commission or commissions, as to His Majesty in council should appear expedient and salutary, to give to the superintendents in the said act mentioned, or any of them, powers and authorities over, and in respect of the trade and commerce of his majesty's subjects with any part of the dominions of the emperor of China, and to make and issue directions touching the said trade and commerce, and for the government of his majesty's subjects within the said dominions, and to impose penalties, forfeitures, or imprisonments for the breach of any such directions or regulations, to be enforced in such manner as in the said order or orders should be specified.

"Now, therefore, Her Majesty in council is pleased, by and with the advice of her privy council, to prohibit, and doth hereby prohibit, her subjects from resorting, for the purpose of trade and commerce, to any other ports in the dominions of the emperor of China than those of Canton, Amoy, Fuchau fu, Ningpo, and Shanghai, or than may be in the occupation of her majesty's forces; and her majesty is pleased to order that any of her subjects committing a breach or violation of this direction shall, upon conviction thereof in any of Her Majesty's courts of Record or Vice-admiralty, be, for every such offense, liable to a penalty not exceeding £100 or to imprisonment for a term not exceeding three months, at the discretion of the court before which the conviction shall take place; and her majesty is hereby further pleased to order that all proceedings which may be had under this order shall be, as far as circumstances will permit, in conformity with the law of England. And the right hon. the earl of Aberdeen, and the right hon. lord Stanley, two of her majesty's principal secretaries of state, the lord commissioners of her majesty's treasury, and the commissioners for executing the office of lord high admiral, are to give the necessary directions herein as to them may respectively appertain."

Sickness at Hongkong. The sickness of the detachment of H. M. 55th regt. stationed at the West Point barracks has been so great as

induce the authorities to send the whole on board ship in the harbor. About the middle of this month, (Aug. 16th) a committee of Public Health and Cleanliness was appointed by H. E. the governor. Most of the cases of fever have occurred among the residents at the extreme east and west ends of the town, though not confined to them.

Cholera at Amoy. The number of persons who have died of this disease in this part of the world has increased during the last year or two, so that in some places, it has assumed the character of an epidemic. In Manila, during the latter part of April last, the number of deaths from cholera amounted to as many as 52 in one day; but its duration was brief, and the aggregate of deaths, so far as the papers inform us, did not exceed 300, and these were mostly confined to the city itself. Cholera made its appearance at Amoy on the 25th of June, sergeant Ivers being the first case; he died in twelve hours. Cases soon after occurred on board the shipping, and others were attacked among the troops. The number of cases up to July 21st were 17 men of the 18th R. I. regt., and eight from H. M. ships *Serpent* and *Wolverene*, besides a few more from other ships in the port. Not a case occurred among the sepoys. Our informant, under date of July 21st, adds, "In Amoy itself, its ravages have been great; it seemed to abate for a few days about the 10th of July, but has renewed its virulence. I can obtain no accurate account of the number of deaths, for no reports are made to the authorities; but I have been told by individual's that they had counted more than 90 funerals in one day. This was before the epidemic reached its height, so that it is probable that more than a hundred deaths have occurred daily for many days past. Death often takes place very quickly, being preceded in some cases by only one hour's sickness; in others the patient is dead in fifteen or twenty minutes after being attacked. There has been no rain here for more a month, and the authorities at Amoy have prohibited all butcher's meat for three days, in hope of obtaining thereby a fall of rain." Later accounts from Kúlang sú inform us that the cholera had abated in its virulence in Amoy, and that the cases were few. We do not remember to have heard or read of the cholera making such ravages in China, at least not in recent years; but unless there be some person near to make inquiries, as in this instance, thousands might be carried off, and nothing known of it beyond the immediate vicinity.

Liquidation of the hong debts. Captain Balfour declared a final dividend on the debts of the Hingtae, Kingqua, and Mowqua hongs on the 23d ult., and the final amounts were paid to the creditors during the last month. To enable him to do this, the provincial authorities called upon the hong-merchants to contribute towards liquidating them, which they did; Howqua contributing \$1,000,000; Footae, \$90,000; Mowqua, \$60,000; Pwankequa, \$130,000; Kingqua, \$70,000; Samqua and Gouqua, \$100,000 each; Punhoyqua, \$70,000; Mingqua, 20,000; Saoqua about \$20,000. The balance it is supposed came out of the consoo fund.

Proclamation of the Püching sz' and his colleagues. These officers have lately issued a proclamation regarding one Tsien Kiáng 錢江, a native of Chekiáng, whom they designate a vagabond, a rustic of no reputation, and a scheming villain, and who has come to Canton to find a living. They go on to describe that this man, having ingratiated himself into the favor of the gentry and literary persons of the provincial metropolis, has obtained their aid and countenance in his seditious acts, collecting assemblies, and publishing exciting placards, by which he has disturbed the public mind; and all these acts he has done principally with a view to his own profit and advancement. The simple people have been seduced by his wiles to assemble in the Minglun hall, and to engage in other proceedings of an illegal nature, little knowing that they were the dupes of this and two or three other demagogues. The authorities conclude by dehorting the people from the least participation in their schemes, and telling them to be quiet—which may be regarded as the end and evidence of good government in China. “We love you as we do our children,” say they: “therefore have no more cabals and disturbances; be quiet, and attend to your own business.” However, the simple people must help their rulers catch this Tsien Kiáng, which has been done, though we know not by whom. Such proclamations as this illustrate the so called paternal government of China, and are productive of some good effect, especially when the personal character of the ruler is good.

Death of the hon. J. R. Morrison, esq. We have only space, and we may add the inclination at this moment, to insert the following notice of this melancholy event. A more extended notice of his life and character must be deferred till the next number.

GOVERNMENT NOTIFICATION.

With feelings of the deepest and unfeigned sorrow, sir Henry Pottinger announces the death of the honorable J. Robt. Morrison, esq., which sad event occurred this morning at a few minutes past seven o'clock. Mr. Morrison was so well known to every one, and so beloved, respected, and esteemed by all who had the pleasure and happiness of his acquaintance or friendship, that to attempt to pass any panegyric on his private character, would be a mere waste of words; and sir Henry Pottinger feels assured that his own private grief is but the type of that universal feeling in which the memory and worth of Mr. Morrison will be for ever embalmed. In a public point of view, sir Henry Pottinger must look on the decease of Mr. Morrison, as a positive national calamity, and he doubts not but it will be received and viewed in that light, by his sovereign and country.

CHARLES E. STEWART,

Published by H. E.'s command.

Macao, August 29th, 1843.

A translating committee, designed to include all Protestant missionaries to the Chinese, has been recently formed at Hongkong, for the purpose of preparing a new version, or a revised edition, of the Holy Scriptures in Chinese. The precise manner in which this work is to be performed, we are not now able to state. The work about to be undertaken is one of great importance, and will, we hope, receive every needed attention and support.





